



Road S-33 (Clements Ferry Road) Widening Project: Jack Primus Road to SC 41, Berkeley County, SC

#### Appendix G

**Traffic Noise Analysis Report** 

### NOISE IMPACT ASSESSMENT

Clements Ferry Road Phase 2 From Jack Primus Road to SC 41 Berkeley County, South Carolina

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#### EXECUTIVE SUMMARY

The following noise assessment has been prepared in compliance with Title 23 of the Code of Federal Regulations, Part 772 (23 CFR Part 772), and will be provided by South Carolina Department of Transportation (SCDOT) to local officials in an attempt to prevent future impacts from traffic noise.

The proposed project is located in the southern portion of Berkeley County, South Carolina. The project consists of widening Clements Ferry Road for approximately 4.5 miles from Jack Primus Road to SC 41. The improvements involve widening the two-lane roadway to a four-lane roadway and adding a curb and gutter, a median, and multi-use path along either one or both sides of the roadway per typical sections.

The TNM2.5 Noise Model was used to analyze the existing condition (2015) and the 2040 design year No-build and Build Alternatives based on preliminary design. Field measurements were performed to establish a sound level baseline for which to compare possible sound level increases as a result of the proposed action. Traffic data was obtained from actual SCDOT vehicle counts and the traffic study entitled "Clements Ferry Road from Jack Primus Road to SC 41 Widening Study," prepared by Haselden and Associates in September 2017.

The modeling results indicated that 73 receivers would have noise levels that approach or exceed the FHWA's Noise Abatement Criteria (NAC) for its respective land use. Forty-nine (49) of the receivers are residential, twenty-three (23) are commercial, and one (1) is a museum/community center (Keith School Museum). All would approach or exceed the NAC for the 2040 design year Build Alternative. Noise abatement was therefore considered for the proposed project. As a result of the mitigation analysis, there were no feasible and reasonable solutions to mitigate for the noise according to the SCDOT Traffic Noise Abatement Policy.

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\*\*\*Existing, No-Build, and Build TNM Files & Results provided electronically.

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#### I. INTRODUCTION AND PROJECT DESCRIPTION

The following noise assessment has been prepared in compliance with Title 23 of the Code of Federal Regulations, Part 772 (23 CFR Part 772), and will be provided by South Carolina Department of Transportation (SCDOT) to local officials in an attempt to prevent future impacts from traffic noise. The current SCDOT Traffic Noise Abatement Policy, dated September 2014, was followed to analyze the potential noise impacts and mitigation as necessary.

#### A. Proposed Project Description and Existing Facility

This project consists of widening Clements Ferry Road for approximately 4.5 miles from Jack Primus Road to SC 41 (Figure 1). The improvements involve widening the two-lane roadway to a four-lane roadway and adding a curb and gutter, a median, and multi-use path along one or both sides of the roadway per typical sections (Figure 2).

#### B. Existing Land Uses

Land use adjacent to Clements Ferry Road on the southern side is a mixture of residential and commercial, while the northern side is predominantly comprised of rural open land. There are three places of worship in the project area and a community center/museum. There is one industrial/commercial-retail land use in the project area.

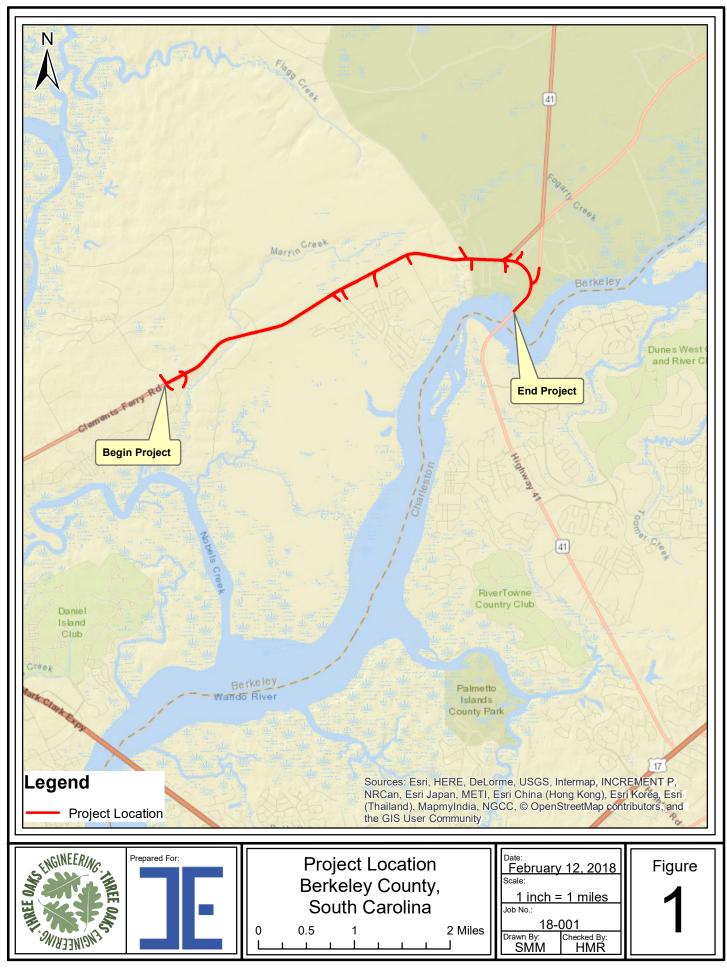
#### II. ANALYSIS METHODOLOGY

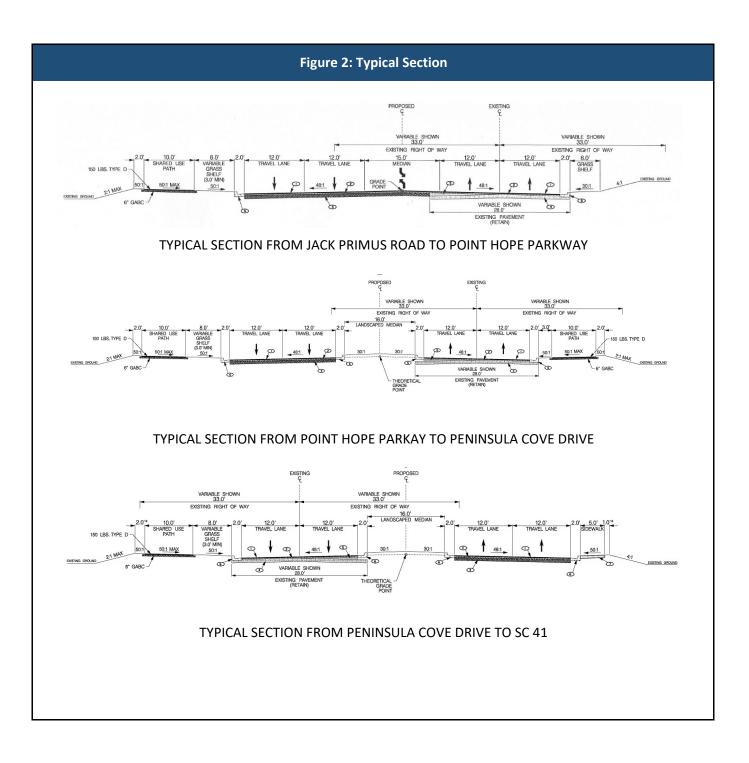
#### A. Model Used and Assumptions

Federal Highway Administration (FHWA) Traffic Noise Model (TNM 2.5) was used to derive existing and future noise levels. Traffic data was obtained from actual SCDOT vehicle counts and the traffic study entitled "Clements Ferry Road from Jack Primus Road to SC 41 Widening Study," prepared by Haselden and Associates in September 2017. Applicable model features, such as shared-use paths and sidewalks were added to the analysis to provide accurate sound level results.

#### B. Traffic Data

Traffic data (and design files) for the proposed project were provided by Infrastructure Consulting & Engineering. The traffic report included the estimated Average Annual Daily Traffic (AADT) for the existing year (2015) and the design year (2040) and SCDOT's 2015 peak hour traffic counts that included fleet mix percentages. Design Hour Volume (DHV) percentages were derived from SCDOT's 2015 peak hour traffic counts and applied to the 2040 volumes (Appendix A). For the Build Alternative, 92-97 percent of the DHV was automobiles, pickup trucks and sport utility vehicles (SUV's). The percent of heavy duty trucks was 3-8 percent of the DHV. Although medium trucks were observed during field data collection, all truck were assumed to be heavy trucks since the SCDOT's actual traffic counts that showed all were heavy duty trucks. By assuming all the trucks to be heavy, the predicted noise represents the worst-case scenario.





Appendix A identifies the fleet mix and speed limit for each segment along Clements Ferry Road. In addition, a 50/50 directional split, 12-foot travel lanes, and outside shoulders were used for all scenarios.

C. Receiver Locations

Sensitive receivers and/or land use types were first identified using aerial photography and street level views from http://maps.google.com, then field verified. Exterior usage receiver categories that are potentially impacted by the proposed project include FHWA-developed Noise Abatement Criteria (NAC) categories B, C, D, E, and F (refer to Table 1).

Based on aerial photography and a field visits, four (4) locations were further evaluated for potentially sensitive receivers. These locations were undeveloped areas that had recently been cleared for development. Information from the City of Charleston and Berkeley County was obtained on January 25, 2018 and used to determine if any building permits had been issued in these undeveloped areas. If building permits had been issued, the sites were included as receivers in the noise model, per23 CFR §772.11(b)(vii)(A). Sixteen (16) undeveloped residential lots at the Cove at Martin's Creek were included in the traffic noise model (Figure 3). A future mixed-use development at Point Hope Parkway was also included in the traffic noise model based on the approved building permit. Cainhoy Village, a residential development along Cainhoy Village Road, was not included because building permits have not been approved. Thirty-two (32) residential receivers were added to the traffic noise model at the Oak Bluff development that is now under construction (Figure 3).

D. Field Measurements

Ambient noise field measurements were taken at 8 different locations along Clements Ferry Road (Figure 3). Noise measurements were taken during the weekday period between June 14<sup>th</sup> and June 17, 2016 during the AM and/or PM peak traffic periods. These were performed in accordance with the FHWA publication "Measurement of Highway-related Noise."

Vehicles were counted and the type of vehicles were noted during the field measurements. Meteorological conditions and local features were noted for each site. Table 2 summarizes the information for the ambient noise field measurements and Appendix B contains the field measurement data sheets.

E. Model Validation

Using the ambient noise field measurements shown in Table 2, the TNM2.5 model was validated per the requirements in 23 CFR §772.11(d)(2). Leq is defined as the equivalent steady-state sound level which in a stated period of time contains the



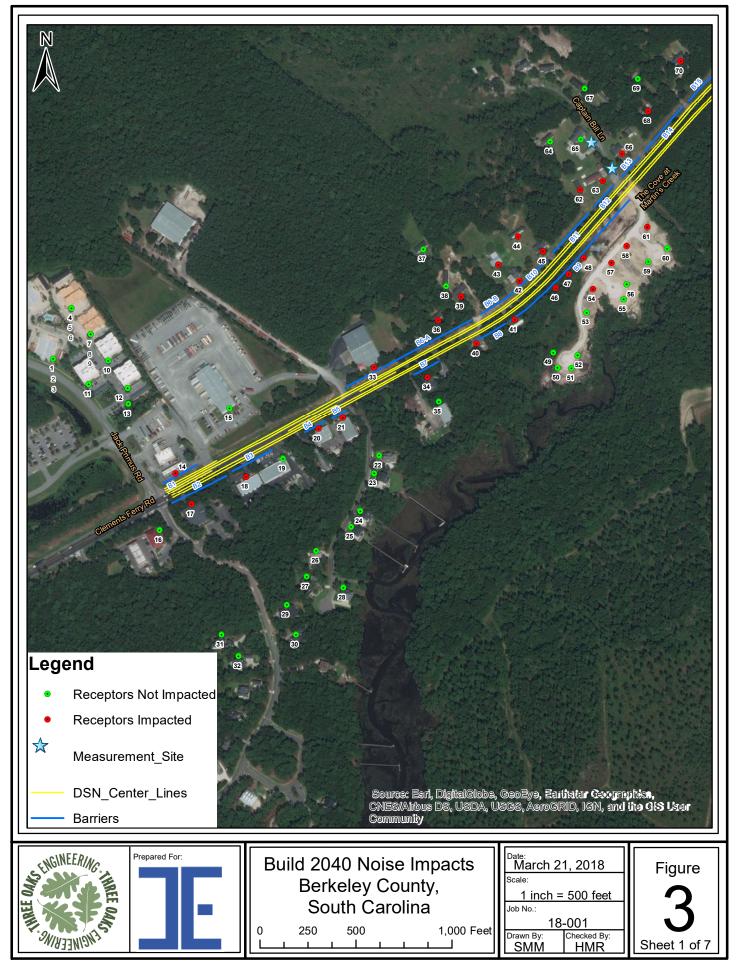
same acoustic energy as the time-varying sound level during the same time period, with Leq(h) being the hourly value of Leq. Table 3 compares the measured Leq versus modeled Leq for the sites during the measurement period. Based on SCDOT Policy, if the measured and modeled Leq are within 3 dBA, the model is validated. Table 3 shows that the difference between the modeled and measured Leq, where applicable, was  $\leq$  3.0 dBA at the sites; therefore, the model is validated.

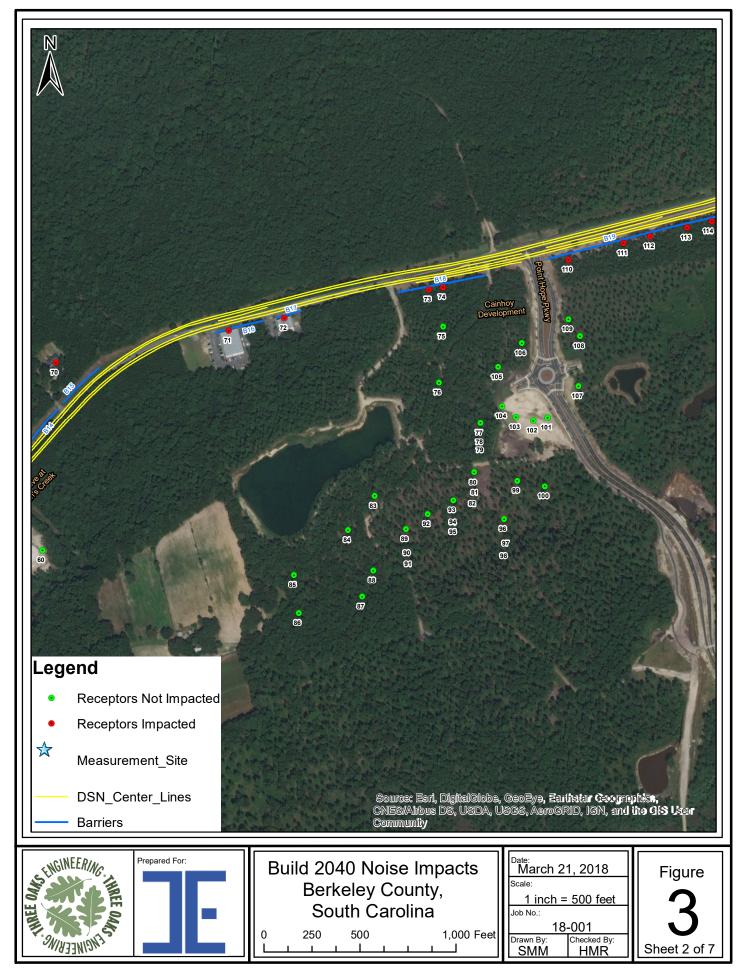
Table 1:	23 CFR Part 7	72, Table 1 No		nt Criteria (NAC) Hourly A Weighted Sound Level in s (dB(A))
Activity			Evaluation	
Category	Leq (h) <sup>\1,2\</sup>	L10 (h) \1,2\	Location	Description of Activity Category
				Lands on which serenity and quiet are of
				extraordinary significance and serve an important
				public need and where the preservation of those
				qualities is essential if the area is to continue to
A	57	60	Exterior	serve its intended purpose.
B <sup>/3/</sup>	67	70	Exterior	Residential.
C <sup>\3\</sup>	67	70	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	55	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E <sup>\3\</sup>	72	75	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F				Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards,utilities (water resources, water treatment, electrical), and warehousing.
G	3 CFR Part 772			Undeveloped lands that are not permitted.

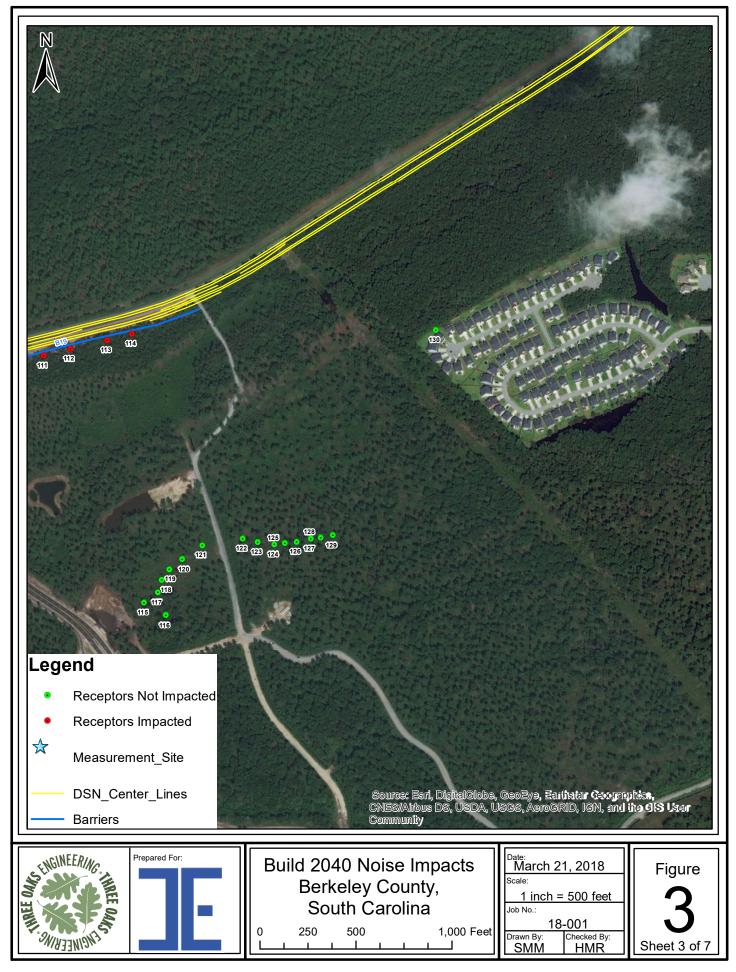
 $1 \in Leq(h)$  or L10(h) (but not both) may be used on a project.

\2\ The Leq(h) and L10(h) Activity Criteria values are for impact determination only, and are not design standards for noise abatement measures.

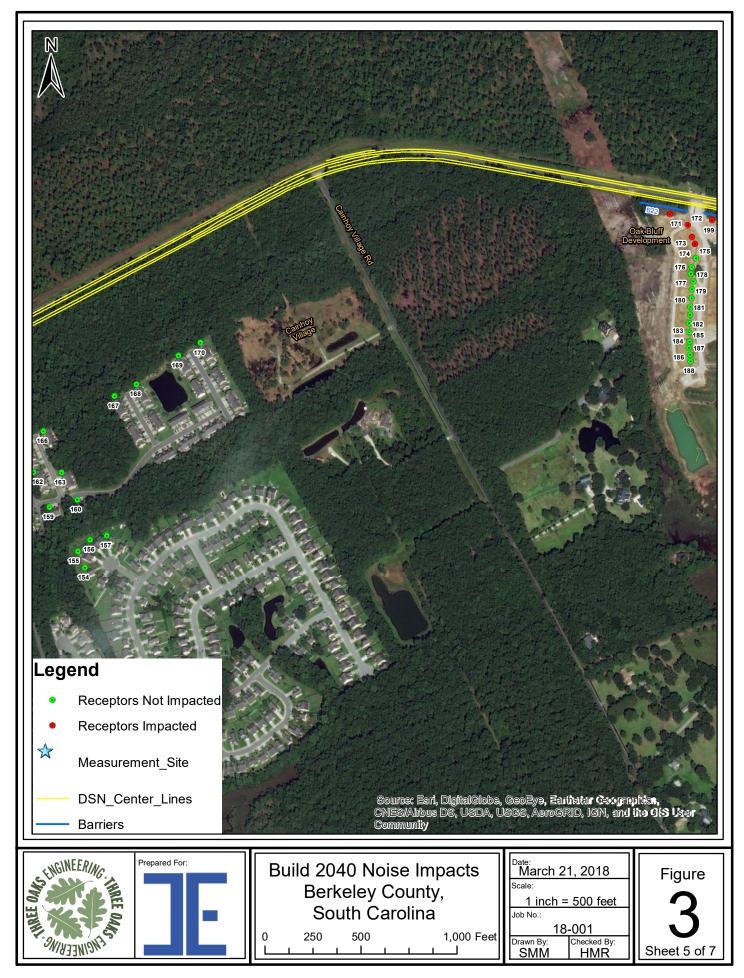
\3\ Includes undeveloped lands permitted for this activity category.

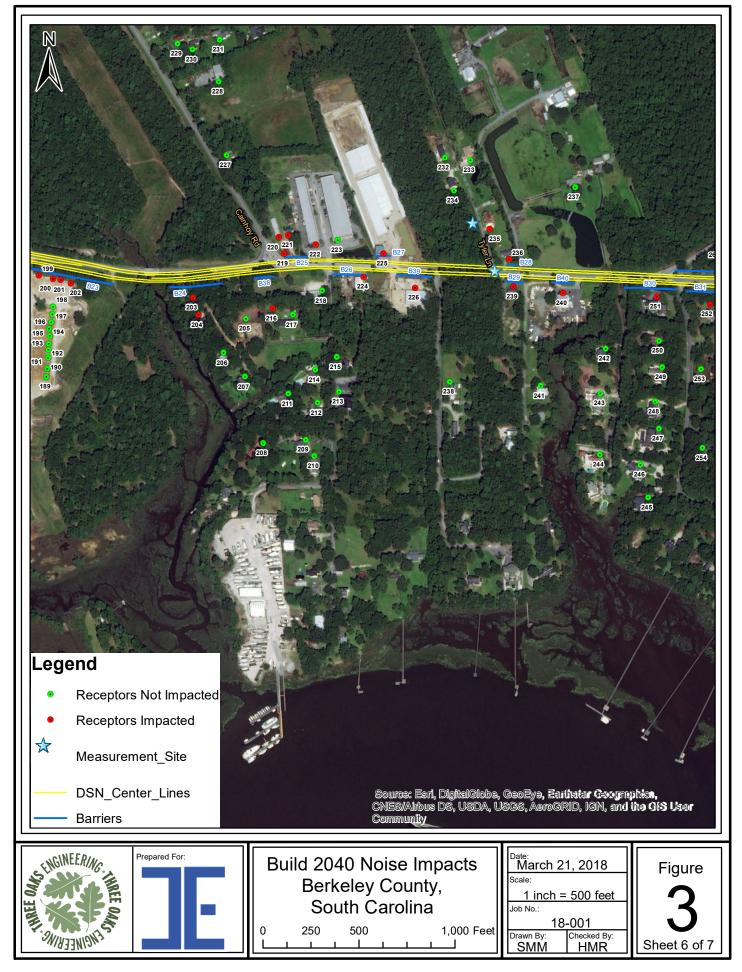


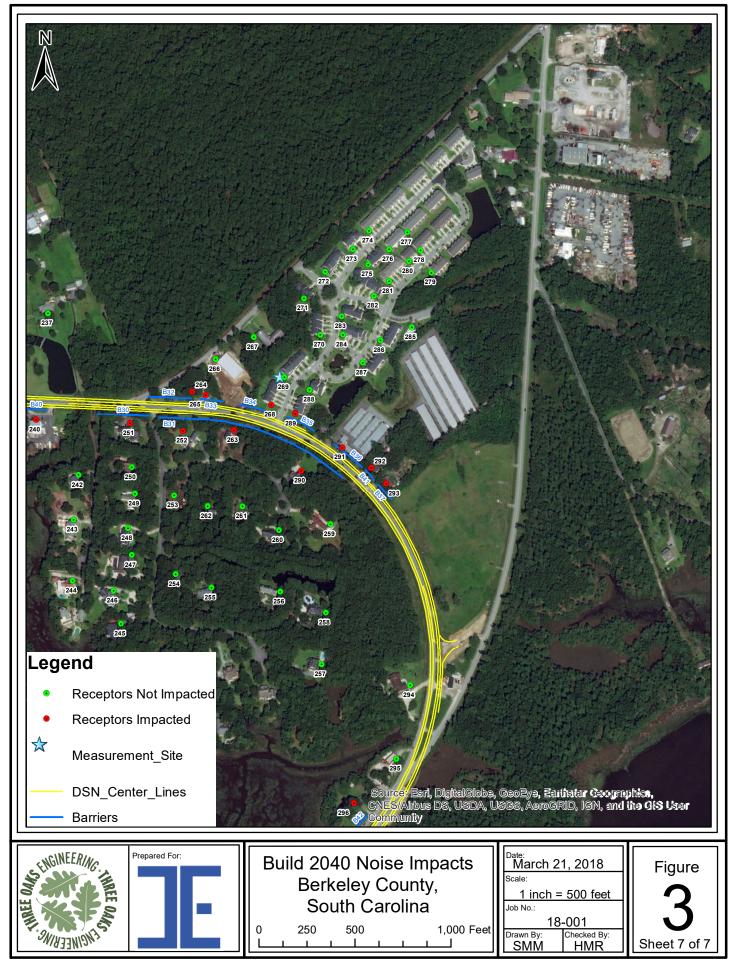












			Time	Time Traffic Counts Data									
Location		Date	Period		Ν	orthbou	nd			So	outhbou	Ind	
			(min)	ΗT	MT	Auto	Bus	MC	ΗT	MT	Auto	Bus	MC
Keith Museum	A/B	6/14/2016	30	35	7	218	0	0	47	12	232	0	1
	A/B 6/14/2016		10	17	4	130	-	-	13	18	114	-	-
Captain Bill		6/14/2016	10	10	6	124	-	-	15	7	112	-	-
			10	14	5	146	-	-	8	5	124	-	-
			30	41	15	400	0	0	36	30	350	0	0
Tyler St	A/B	6/14/2016	25	23	4	363	0	0	14	6	138	0	0
St. Paul Baptist		6/17/2016	30	35	11	250	0	2	35	6	227	0	0
Bennington 6/17/201		6/17/2016	20	3	6	100	0	2	4	3	104	0	1

Observations during field activities:

Excessive activity during Captain Bill traffic tally field work initiated professional to break count into ten minute segments. Free flowing traffic, but not full speed (45 mph)

Table 3: Comparison	Table 3: Comparison of Measured Leq to TNM 2.5 Modeled Leq										
	Measured	Modeled									
Receptor	Leq	Leq	Difference								
Keith Museum A	68.1	70.9	-2.8								
Keith Museum B	69.8	71.7	-1.9								
Captain Bill B	66.7	64.4	2.3								
Captain Bill A	70.6	72.5	-1.9								
St. Paul Church	62.2	63.2	-1								
Tyler St South A	71.4	69.5	1.9								
Tyler St North B	60.7	60.8	-0.1								
Bennington Dr	56.3	56.7	-0.4								



#### III. TRAFFIC NOISE IMPACTS

The FHWA has developed noise abatement criteria and procedures in 23 CFR Part 772, as shown in Table 1, that states that traffic noise impacts occur when either:

1) the predicted traffic noise levels approach (within 1 dBA) or exceed the FHWA NAC for the applicable activity category shown in Table 1; or,

2) the predicted traffic noise levels substantially exceed the existing noise levels by  $\geq$ 15 dBA.

The TNM 2.5 model results for the existing condition, and the 2040 design year No-Build and Build Alternative can be found in Table 4. A total of 73 receivers would exceed the NAC threshold for the 2040 Build Alternative. No receivers would have a substantial increase impact for the 2040 Build Alternative.

A. Modeled and/or Measured Existing Year Noise Levels

In the existing condition (2015) there are 17 receivers that have noise levels that approach or exceed the NAC criteria for its respective land use. Thirteen (13) of the receivers are residential, three (3) are commercial, and one (1) is a museum/community center (Keith School Museum).

- B. Modeled Design Year (2040) No-Build Alternative Noise Levels There are 67 receivers that would have noise levels that approach or exceed the NAC criteria for its respective land use. Forty-five (45) of the receivers are residential, 21 are commercial, and one (1) is a museum/community center (Keith School Museum).
- C. Modeled Design Year (2040) Build Alternative Noise Levels There are 73 receivers that would have noise levels that approach or exceed the NAC criteria for its respective land use. Forty-nine (49) of the receivers are residential, twenty-three (23) are commercial, and one (1) is a museum/ community center (Keith School Museum).

	1	able 4: Exis	ting and De	esign Year S	ound Level	s	
			-	Increase			
Receptor		2040	2040	over	NAC		Land
Number	Existing	No-Build	Build	Existing	Impact?	NAC	Use
1	48.0	54.3	54.0	6.0	N	66	В
2	51.6	57.9	57.2	5.6	Ν	66	В
3	53.0	59.2	58.1	5.1	Ν	66	В
4	46.3	52.5	52.3	6.0	Ν	66	В
5	49.9	56.2	55.6	5.7	Ν	66	В
6	51.4	57.6	56.6	5.2	Ν	66	В
7	47.9	54.2	54.1	6.2	N	66	В
8	51.6	57.9	57.3	5.7	N	66	В
9	53.0	59.3	58.2	5.2	N	66	В
10	49.8	56.1	56.0	6.2	N	66	В
11	50.6	56.9	56.7	6.1	N	66	В
12	52.5	58.8	58.7	6.2	N	66	В
13	53.9	60.2	60.0	6.1	N	66	В
14	70.0	76.2	75.1	5.1	Y	71	E
15	60.3	66.6	66.4	6.1	N		F
16	64.1	70.4	69.3	5.2	N	71	E
17	67.8	74.0	72.1	4.3	Y	71	E
18	66.9	73.2	71.3	4.4	Y	71	E
19	66.6	72.9	70.9	4.3	N	71	E
20	71.9	78.2	75.4	3.5	Y	71	E
21	71.1	77.4	74.6	3.5	Y	71	E
22	58.5	64.8	62.7	4.2	N	66	В
23	56.8	63.1	61.2	4.4	N	66	В
24	54.4	60.7	59.0	4.6	N	66	В
25	53.7	60.0	58.3	4.6	N	66	В
26	53.5	59.8	58.1	4.6	N	66	В
27	52.4	58.7	56.9	4.5	N	66	В
28	50.5	56.8	55.3	4.8	N	66	В
29	51.5	57.7	56.0	4.5	N	66	В
30	49.7	56.0	54.5	4.8	N	66	В
31	51.7	57.9	56.3	4.6	N	66	В
32	50.1	56.4	54.7	4.6	N	66	В
33	69.4	75.6	74.9	5.5	Y	71	E
34	68.9	75.2	71.7	2.8	Y	71	E
35	61.4	67.7	65.1	3.7	N	71	E
36	65.4	71.6	70.2	4.8	Y	66	В
37	54.8	61.1	60.5	5.7	N	66	В
38	59.8	66.0	65.3	5.5	N	66	В
39	63.6	69.8	67.7	4.1	Y	66	В
40	71.9	78.1	75.4	3.5	Y	66	В

	Table 4: Existing and Design Year Sound Levels									
Receptor Number	Existing	2040 No-Build	2040 Build	Increase over Existing	NAC Impact?	NAC	Land Use			
41	70.7	77.0	75.6	4.9	Y	66	В			
42	72.6	78.8	75.4	2.8	Y	66	В			
43	63.6	69.9	67.1	3.5	Y	66	В			
44	62.3	68.6	66.1	3.8	Y	66	В			
45	70.8	77.1	73.2	2.4	Y	66	В			
46	71.2	77.5	80.1	8.9	Y	66	В			
47	72.1	78.4	80.4	8.3	Y	66	В			
48	72.2	78.5	79.9	7.7	Y	66	В			
49	57.9	64.2	62.4	4.5	Ν	66	В			
50	56.6	62.9	62.4	5.8	Ν	66	В			
51	55.8	62.0	61.6	5.8	Ν	66	В			
52	56.0	62.3	62.4	6.4	Ν	66	В			
53	59.0	65.3	63.9	4.9	Ν	66	В			
54	61.0	67.3	<b>66.2</b>	5.2	Y	66	В			
55	56.9	63.1	62.0	5.1	Ν	66	В			
56	57.3	63.5	63.0	5.7	Ν	66	В			
57	61.6	67.9	67.1	5.5	Y	66	В			
58	61.5	67.8	66.6	5.1	Y	66	В			
59	57.2	63.5	63.2	6.0	Ν	66	В			
60	57.0	63.2	62.0	5.0	N	66	В			
61	60.8	67.1	66	5.2	Y	66	В			
62	66.5	72.8	69	2.5	Y	66	В			
63	70.1	76.4	72	1.9	Y	66	В			
64	56.0	62.3	61.4	5.4	Ν	66	В			
65	58.8	65.1	63.8	5.0	Ν	66	В			
66	68.7	75.0	71	2.3	Y	66	В			
67	55.0	61.3	60.4	5.4	Ν	66	В			
68	65.8	72.1	68.6	2.8	Y	66	В			
69	59.0	65.3	64.0	5.0	N	66	В			
70	62.4	68.7	66.4	4.0	Y	66	В			
71	74.7	81.0	77.5	2.8	Y	71	E			
72	69.8	76.1	72.6	2.8	Y	71	E			
73	70.7	76.9	76.3	5.6	Y	71	E			
74	70.4	76.6	76.6	6.2	Y	71	E			
75	59.3	65.6	64.5	5.2	Ν	71	E			
76	53.0	59.3	59.1	6.1	N	71	E			
77	49.4	55.7	55.5	6.1	N	66	В			
78	53.7	60.0	58.5	4.8	N	66	В			
79	55.2	61.5	59.7	4.5	N	66	В			
80	47.0	53.3	53.3	6.3	N	66	В			

	Table 4: Existing and Design Year Sound Levels									
				Increase						
Receptor		2040	2040	over	NAC		Land			
Number	Existing	No-Build	Build	Existing	Impact?	NAC	Use			
81	51.0	57.3	56.4	5.4	N	66	В			
82	53.0	59.3	57.3	4.3	N	66	В			
83	47.2	53.5	53.0	5.8	N	66	В			
84	46.2	52.5	52.0	5.8	Ν	66	В			
85	45.6	51.8	51.4	5.8	N	66	В			
86	44.6	50.9	50.5	5.9	Ν	66	В			
87	44.4	50.7	50.9	6.5	Ν	66	В			
88	44.8	51.1	50.8	6.0	N	66	В			
89	45.6	51.9	51.5	5.9	Ν	66	В			
90	49.3	55.6	54.8	5.5	Ν	66	В			
91	51.4	57.7	55.9	4.5	N	66	В			
92	45.9	52.2	51.8	5.9	Ν	66	В			
93	46.1	52.4	52.1	6.0	Ν	66	В			
94	50.0	56.3	55.5	5.5	N	66	В			
95	52.1	58.4	56.5	4.4	Ν	66	В			
96	45.1	51.4	52.2	7.1	Ν	66	В			
97	48.5	54.8	54.3	5.8	N	66	В			
98	50.7	57.0	55.4	4.7	N	66	В			
99	46.2	52.5	52.4	6.2	Ν	66	В			
100	45.8	52.0	52.7	6.9	N	66	В			
101	49.0	55.3	56.3	7.3	Ν	71	E			
102	49.1	55.4	56.1	7.0	Ν	71	E			
103	49.5	55.8	56.5	7.0	Ν	71	E			
104	50.2	56.4	56.4	6.2	Ν	71	E			
105	53.1	59.4	59.5	6.4	Ν	71	E			
106	54.9	61.2	61.4	6.5	Ν	71	Е			
107	50.2	56.4	56.7	6.5	Ν	71	E			
108	54.3	60.5	60.7	6.4	N	71	E			
109	56.1	62.4	62.6	6.5	Ν	71	E			
110	66.4	72.7	72.9	6.5	Y	71	Е			
111	67.7	74.0	74.2	6.5	Y	71	Е			
112	69.1	75.4	75.9	6.8	Y	71	E			
113	69.0	75.2	75.9	6.9	Y	71	E			
114	69.5	75.8	76.9	7.4	Y	71	E			
115	44.3	50.5	52.5	8.2	N	66	В			
116	43.9	50.2	52.1	8.2	N	66	В			
117	44.4	50.7	52.7	8.3	N	66	В			
118	44.8	51.1	53.1	8.3	N	66	В			
119	44.9	51.2	53.0	8.1	N	66	В			
120	45.0	51.3	54.9	9.9	Ν	66	В			

	1	Table 4: Exis	ting and D	esign Year S	ound Level	S	
				Increase			
Receptor		2040	2040	over	NAC		Land
Number	Existing	No-Build	Build	Existing	Impact?	NAC	Use
121	45.3	51.6	53.5	8.2	Ν	66	В
122	45.1	51.3	53.2	8.1	N	66	В
123	44.8	51.1	53.0	8.2	N	66	В
124	44.6	50.9	53.0	8.4	Ν	66	В
125	44.5	50.8	52.8	8.3	N	66	В
126	44.5	50.7	53.0	8.5	N	66	В
127	44.4	50.6	52.8	8.4	N	66	В
128	44.3	50.6	52.7	8.4	N	66	В
129	44.2	50.5	52.6	8.4	N	66	В
130	49.4	55.7	57.8	8.4	N	66	В
131	72.6	78.9	77.3	4.7	Y	66	В
132	58.3	64.5	64.5	6.2	N	66	C/D
133	58.7	64.9	65.3	6.6	N	66	В
134	66.1	72.3	72	5.9	Y	66	C/D
135	50.5	56.8	57.7	7.2	N	66	В
136	47.9	54.1	54.2	6.3	N	66	В
137	50.9	57.2	57.9	7.0	N	66	В
138	49.1	55.3	55.9	6.8	N	66	В
139	50.8	57.1	57.8	7.0	N	66	В
140	48.9	55.2	55.8	6.9	N	66	В
141	50.8	57.0	57.8	7.0	N	66	В
142	48.9	55.1	55.8	6.9	N	66	В
143	48.1	54.4	55.1	7.0	N	66	В
144	50.8	57.0	58.1	7.3	N	66	В
145	51.3	57.5	58.6	7.3	N	66	В
146	49.1	55.3	56.4	7.3	N	66	В
146	51.3	57.5	58.6	7.3	N	66	В
148	48.5	54.7	55.8	7.3	N	66	В
149	50.7	56.9	58.0	7.3	N	66	В
150	49.5	55.7	56.6	7.1	N	66	В
151	48.0	54.2	54.9	6.9	N	66	В
152	47.2	53.4	54.1	6.9	N	66	В
153	44.9	51.1	52.0	7.1	N	66	В
154	44.6	50.9	51.6	7.0	N	66	В
155	45.1	51.4	52.2	7.1	N	66	В
156	45.2	51.5	52.3	7.1	N	66	В
157	45.1	51.4	51.9	6.8	N	66	В
158	47.5	53.7	54.6	7.1	N	66	В
159	47.3	53.6	54.2	6.9	N	66	В
160	47.0	53.3	54.0	7.0	N	66	В

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	Table 4: Existing and Design Year Sound Levels									
				Increase						
Receptor		2040	2040	over	NAC		Land			
Number	Existing	No-Build	Build	Existing	Impact?	NAC	Use			
161	49.3	55.6	56.5	7.2	N	66	В			
162	49.3	55.6	56.5	7.2	N	66	В			
163	48.4	54.6	55.5	7.1	N	66	В			
164	51.3	57.5	58.6	7.3	N	66	В			
165	51.6	57.8	58.9	7.3	N	66	В			
166	51.6	57.9	59.0	7.4	N	66	В			
167	51.3	57.5	58.8	7.5	Ν	66	В			
168	51.3	57.5	58.8	7.5	Ν	66	В			
169	51.7	58.0	59.2	7.5	Ν	66	В			
170	51.8	58.1	59.3	7.5	Ν	66	В			
171	65.1	71.3	72.5	7.4	Y	66	В			
172	62.8	69.0	69.6	6.8	Y	66	В			
173	59.8	66.0	66.7	6.9	Y	66	В			
174	58.7	64.9	66.0	7.3	Y	66	В			
175	56.2	62.5	63.9	7.7	N	66	В			
176	54.9	61.2	62.8	7.9	N	66	В			
177	54.2	60.4	62.1	7.9	N	66	В			
178	53.5	59.7	61.4	7.9	N	66	В			
179	52.7	58.9	60.5	7.8	N	66	В			
180	51.9	58.1	59.6	7.7	N	66	В			
181	51.1	57.3	58.8	7.7	N	66	В			
182	50.5	56.7	58.2	7.7	N	66	В			
183	49.9	56.1	57.5	7.6	N	66	В			
184	49.2	55.4	56.7	7.5	N	66	В			
185	48.6	54.8	56.0	7.4	N	66	В			
186	48.2	54.4	55.6	7.4	N	66	В			
187	47.8	54.0	55.1	7.3	N	66	В			
188	47.5	53.7	54.8	7.3	N	66	В			
189	50.2	56.5	58.0	7.8	N	66	В			
190	50.9	57.2	58.7	7.8	N	66	В			
191	51.9	58.1	59.8	7.9	N	66	В			
192	52.6	58.8	60.5	7.9	N	66	В			
193	53.1	59.4	61.1	8.0	N	66	В			
194	53.9	60.2	62.0	8.1	N	66	В			
195	54.7	61.0	62.9	8.2	N	66	В			
196	55.6	61.9	63.7	8.1	N	66	В			
197	56.7	63.0	64.6	7.9	N	66	В			
198	58.0	64.2	65.8	7.8	N	66	В			
199	65.1	71.4	73.6	8.5	Y	66	В			
200	64.6	70.9	73.5	8.9	Y	66	В			

	1	Table 4: Exis	ting and D	esign Year S	ound Level	S	
Receptor Number	Existing	2040 No-Build	2040 Build	Increase over Existing	NAC Impact?	NAC	Land Use
201	64.4	70.6	73.4	9.0	Y	66	B
202	63.9	70.1	72.8	8.9	Ŷ	66	B
203	63.4	69.6	71.1	7.7	Y	66	B
204	59.0	65.2	66.6	7.6	Y	66	B
205	57.7	63.9	65.2	7.5	N	66	B
206	53.3	59.5	61.2	7.9	N	66	B
207	50.9	57.2	58.8	7.9	N	66	В
208	46.5	52.8	53.9	7.4	N	66	В
209	46.5	52.8	54.1	7.6	N	66	В
210	45.8	52.1	53.2	7.4	N	66	В
211	49.2	55.5	57.0	7.8	N	66	В
212	48.5	54.8	56.2	7.7	N	66	В
213	49.2	55.5	57.1	7.9	N	66	C/D
214	51.0	57.3	59.0	8.0	N	66	В
215	51.9	58.2	59.9	8.0	N	66	В
216	58.7	65.0	<b>66.2</b>	7.5	Y	66	В
217	57.3	63.6	64.8	7.5	N	66	В
218	61.2	67.6	68.8	7.6	N	71	E
219	71.3	77.6	77.1	5.8	Y	66	В
220	62.1	68.3	68.7	6.6	Y	66	В
221	61.5	67.8	68.4	6.9	Y	66	В
222	64.1	70.4	72.0	7.9	Y	71	E
223	62.4	68.7	69.9	7.5	Ν	71	E
224	69.1	75.5	76.4	7.3	Y	71	E
225	68.5	74.9	77.8	9.3	Y	71	E
226	63.5	69.8	71.3	7.8	Y	71	E
227	50.9	57.2	58.4	7.5	N	66	В
228	46.4	52.7	53.6	7.2	N	71	E
229	45.1	51.4	52.0	6.9	N	66	В
230	45.2	51.5	52.2	7.0	N	66	В
231	44.8	51.1	51.8	7.0	N	66	В
232	50.0	56.3	58.8	8.8	N	66	В
233	50.0	56.4	58.8	8.8	N	66	В
234	52.7	59.1	61.8	9.1	Ν	66	В
235	57.8	64.2	66.5	8.7	Y	66	В
236	66.7	73.1	75.3	8.6	Y	66	В
237	51.6	58.1	60.6	9.0	Ν	66	В
238	49.8	56.2	58.2	8.4	Ν	66	В
239	65.0	71.3	74.4	9.4	Y	66	В
240	62.8	69.2	72.1	9.3	Y	71	E

	1	Table 4: Exis	ting and D	esign Year S	ound Level	s	
				Increase			
Receptor		2040	2040	over	NAC		Land
Number	Existing	No-Build	Build	Existing	Impact?	NAC	Use
241	49.5	55.9	58.3	8.8	N	66	В
242	52.6	59.1	62.5	9.9	Ν	66	В
243	48.9	55.3	57.8	8.9	Ν	66	В
244	45.4	52.0	53.6	8.2	Ν	66	В
245	43.9	50.6	52.0	8.1	Ν	66	В
246	45.0	51.6	53.2	8.2	Ν	66	В
247	46.5	53.1	55.1	8.6	N	66	В
248	48.0	54.6	57.0	9.0	N	66	В
249	50.6	57.2	60.1	9.5	N	66	В
250	53.3	59.9	63.1	9.8	N	66	В
251	63.6	70.1	72.3	8.7	Y	66	В
252	59.9	67.0	69.7	9.8	Y	66	В
253	50.1	56.9	59.9	9.8	N	66	В
254	45.6	52.4	54.2	8.6	N	66	В
255	45.4	52.3	54.1	8.7	N	66	В
256	46.7	53.8	55.9	9.2	N	66	В
257	47.7	54.9	56.8	9.1	N	66	В
258	48.4	55.6	58.0	9.6	N	66	В
259	53.2	60.4	63.4	10.2	N	66	В
260	49.2	56.3	59.3	10.1	N	66	В
261	49.7	56.7	59.8	10.1	N	66	В
262	49.2	56.2	59.1	9.9	N	66	В
263	61.7	68.9	72	10.3	Y	66	В
264	63.0	70.1	72.5	9.5	Y	66	В
265	63.7	70.8	73.8	10.1	Y	66	В
266	54.0	61.0	63.7	9.7	N	71	E
267	50.0	57.0	60.1	10.1	N	66	C/D
268	62.3	69.6	72.6	10.3	Y	66	В
269	54.3	61.4	63.9	9.6	N	66	В
270	47.6	54.7	57.8	10.2	N	66	В
271	45.9	52.9	55.7	9.8	N	66	В
272	44.0	50.9	53.3	9.3	N	66	В
273	42.7	49.6	51.8	9.1	N	66	В
274	41.9	48.7	50.6	8.7	N	66	В
275	43.0	49.9	52.1	9.1	N	66	В
276	42.0	48.9	51.1	9.1	N	66	В
277	41.3	48.2	50.1	8.8	N	66	В
278	41.3	48.2	50.3	9.0	N	66	В
279	41.9	48.8	50.8	8.9	N	66	В
280	41.9	48.7	51.0	9.1	N	66	В

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	Table 4: Existing and Design Year Sound Levels										
Receptor Number	Existing	2040 No-Build	2040 Build	Increase over Existing	NAC Impact?	NAC	Land Use				
281	42.9	49.9	52.3	9.4	Ν	66	В				
282	43.9	50.8	53.5	9.6	Ν	66	В				
283	45.8	52.8	55.7	9.9	Ν	66	В				
284	46.9	54.0	57.0	10.1	Ν	66	В				
285	44.2	51.3	53.9	9.7	Ν	66	В				
286	46.0	53.0	56.0	10.0	Ν	66	В				
287	48.1	55.2	58.4	10.3	Ν	66	В				
288	54.7	61.9	64.3	9.6	N	66	В				
289	61.9	69.1	72	10.1	Y	66	В				
290	58.0	65.3	67.1	9.1	Y	66	В				
291	63.5	70.7	74.2	10.7	Y	71	E				
292	61.7	69.0	71.7	10.0	Y	71	E				
293	61.3	68.5	71.2	9.9	Y	66	В				
294	60.3	67.6	68.7	8.4	N	71	E				
295	64.5	71.7	70.6	6.1	N	71	E				
296	60.1	67.3	66.5	6.4	Y	66	В				
297	67.4	74.6	70.2	2.8	N	71	E				
298	63.9	71.1	67.9	4.0	Y	66	В				

#### IV. FEASIBLE AND RESONABLE CONSIDERATION OF ABATEMENT

Since there are receivers that would be impacted by the noise from the Design Year Build Alternative, abatement measures were considered for the proposed project.

When considering noise abatement measures, primary consideration shall be given to exterior areas where frequent human use occurs. Since South Carolina is not part of the FHWA-approved Quiet Pavement Pilot Program, the use of quieter pavements was not considered as an abatement measure for the proposed project. In addition, the planting of vegetation or landscaping was also not considered as a potential abatement measure, since it is not an acceptable Federal-aid noise abatement measure due to the fact that only dense stands of evergreen vegetation planted 100 feet deep will reduce noise levels. In accordance with 23 CFR §772.13(c), the following measures were considered and evaluated as a means to reduce or eliminate the traffic noise impacts:

- A. Acquisition of Right-of-Way The acquisition of rights-of-way to mitigate the noise levels at the affected site would result in disruptive relocations.
- B. Traffic Management Measures such as exclusive lane designations and signing for prohibition of certain vehicle type would prevent the project from serving its intended purpose, such as moving people, goods and services.



- C. Alteration of Horizontal and Vertical Alignments Alignment modifications as a means of noise abatement would result in disruptive relocations for this project and would not be cost effective.
- D. Acquisition of real property or interests therein (predominately unimproved property) to serve as a buffer zone to preempt development Adequate property is not available to create an effective buffer zone between the proposed roadway and the impacted receivers.
- E. Noise Barriers

Among the most common noise barriers are earthen berms and freestanding walls. The optimum situation for the use of free-standing noise barriers is when a dense concentration of impacted receivers lies directly adjacent to and parallel with the highway right-of-way. In these instances, one barrier can protect many people at a relatively low cost per impacted site. For this study, an earthen berm was ruled out since there is not enough room for proper sloping. Drainage and safety line-of-sight may also be an issue. Based on the need for a barrier to be continuous and to protect a dense concentration of receivers, it is typically not considered reasonable to provide abatement for single impacted receivers or on non-controlled access facilities where access and safety requirements would impact barrier placement. Clements Ferry Road is a non-controlled access facility.

When considering abatement, the SCDOT Noise Policy Guidelines state that noise abatement measures must be both feasible and reasonable. The feasibility and reasonableness of a noise barrier is determined by the following factors for Feasibility and Reasonableness.

#### 1. Feasibility:

There are two mandatory feasibility factors that must be met for a noise abatement measure to be considered reasonable. The two mandatory factors must collectively be achieved in order for a noise abatement measure to be deemed reasonable. Failure to achieve any one of the factors will result in the noise abatement measure being deemed not feasible.

a. Acoustic Feasibility - It is SCDOT's policy that a noise reduction of at least 5 dBA must be achieved for at least 75 percent of impacted receivers for the noise abatement measure to be acoustically feasible. If this goal is not met, then abatement is determined not to be feasible and no further analysis is required.

b. Engineering Feasibility - Feasibility also includes engineering considerations. The ability to achieve noise reduction may be limited by engineering considerations such as the topographical features of the area, safety, drainage, utilities, maintenance and access. In addition, due to constructability constraints, the height of the noise abatement measure cannot exceed 25 feet.

#### 2. Reasonableness:



There are three mandatory reasonable factors that must be met for a noise abatement measure to be considered reasonable. The three mandatory reasonable factors must collectively be achieved in order for a noise abatement measure to be deemed reasonable. Failure to achieve any one of the reasonable factors will result in the noise abatement measure being deemed not reasonable.

a. Noise Reduction Design Goal - It is SCDOT's policy that a noise reduction of at least 8 dBA must be achieved for 80% of those receivers determined to be in the first two building rows and considered benefited. Please note that the first two building rows will only be applicable if they are within 500 feet from the edge of pavement noise source. If the design goal is not met, then abatement is determined not to be reasonable and no further analysis is required.

b. Cost Effectiveness - The allowable cost of the abatement will be based on \$35.00 per square foot. This allowable cost is based on actual construction costs on recent SCDOT projects. This construction cost will be divided by the number of benefited receivers. If the cost per benefited receiver is less than \$30,000 then the barrier is determined to be cost effective.

c. Viewpoints of the Property Owners and Residents of the Benefited Receivers – If the noise reduction design goal and cost effective criteria are met, SCDOT shall solicit the viewpoints of all of the benefited receivers and document a decision on either desiring or not desiring the noise abatement measure. The viewpoints will be solicited as part of the public involvement process through a voting procedure if a barrier is proposed. The voting ballot will explain that the noise abatement shall be constructed unless a majority (greater than 50% of the benefited receivers) of votes not desiring noise abatement is received. For non-owner occupied benefited receivers, both the property owner and the renter may vote on whether the noise abatement is desired.

For this noise analysis, the mitigation analysis determined that all the barriers either did not meet the design goal or the cost effectiveness criteria. Therefore, the voting process of the benefited property owners is not applicable.

Table 5 includes a summary of the barrier evaluations and the SCDOT Feasible and Reasonable Worksheets are located in Appendix C.

Overall, as a result of the mitigation analysis, there were no feasible and reasonable solutions to mitigate for the predicted noise impacts according to the SCDOT noise policy. Therefore, there are no noise barriers proposed to be carried forward to the construction phase.



	Table 5: Barrier Evaluation Summary									
Barrier	Receiver Number	Acoustically Feasible? (Y/N)	Engineering Feasibility? (Y/N)	Overall Feasible? (Y/N)	Meets Noise Reduction Goal? (Y/N)	Is Barrier Cost Effectiveness? (Y/N)	Overall Reasonable? (Y/N)	Conclusion		
								Feasible, but		
B1	14	Y	Y	Y	Y	N	Ν	not reasonable		
								Feasible, but		
B2	17	Y	Y	Y	Y	N	Ν	not reasonable		
								Not feasible or		
B3	18	N	N	N	N		N	reasonable		
								Feasible, but		
B4	20	Y	N	Y	Y	N	N	not reasonable		
								Feasible, but		
B5	21	Y	N	Y	N		N	not reasonable		
B6-A &	33,36							Feasible, but		
B6-B	39	Y	N	Y	Y	N	N	not reasonable		
								Not feasible or		
B7	34	N	N	N	N		N	reasonable		
								Not feasible or		
B8	40	N	N	N	N		Ν	reasonable		
	41,46 47,48									
50	54,57	N N	N.	N/	N		N	Feasible, but		
B9	58,61	Y	Y	Y	N		N	not reasonable		
<b>D</b> 10	12.12						N	Not feasible or		
B10	42,43	N	N	N	N		N	reasonable Not feasible or		
B11	44,45	N	N	N	N		N	reasonable		
DII	44,45	IN	IN	IN	IN		IN	Not feasible or		
B12	62,63	N	N	N	N		N	reasonable		
DIZ	02,05	IN	IN	IN	IN		IN	Not feasible or		
B13	66	N	N	N	N		N	reasonable		
D13	00	IN IN	IN IN	IN .	IN .		IN	Not feasible or		
B14	68	N	N	N	N		N	reasonable		
014	00							Not feasible or		
B15	70	N	N	N	N		Ν	reasonable		
515								Feasible, but		
B16	71	Y	N	Y	Y	N	Ν	not reasonable		
								Feasible, but		
B17	72	Y	N	Y	N		Ν	not reasonable		
								Feasible, but		
B18	73,74	Y	Y	Y	Y	N	N	not reasonable		
	110,111									
	112,113							Feasible, but		
B19	114	Y	Y	Y	Y	N	Ν	not reasonable		
								Feasible, but		
B20	131	Y	N	Y	Y	N	Ν	not reasonable		
								Feasible, but		
B21	134	Y	N	Y	N		Ν	not reasonable		
	171,172							Not feasible or		
B22	173,174	N	N	Ν	Y	N	Ν	reasonable		



				Table 5: B	arrier Evaluation	Summary		
Barrier		Acoustically Feasible? (Y/N)	Engineering Feasibility? (Y/N)	Overall Feasible? (Y/N)	Meets Noise Reduction Goal? (Y/N)	Is Barrier Cost Effectiveness? (Y/N)	Overall Reasonable? (Y/N)	Conclusion
	199,200							Feasible, but not
B23	201,202	Y	N	Y	Y	Ν	N	reasonable
								Not feasible or
B24	203,204	Ν	Y	Ν	N		N	reasonable
	219,220							Not feasible or
B25	221,222	N	N	N	Y		N	reasonable
								Feasible, but not
B26	224	Y	N	Y	Y	N	N	reasonable
								Feasible, but not
B27	225	Y	N	Y	Y	N	N	reasonable
								Not feasible or
B28	235,236	N	N	Ν	N		N	reasonable
								Feasible, but not
B29	239	Y	N	Y	N		N	reasonable
								Feasible, but not
B30	251	Y	N	Y	Y	N	N	reasonable
	252,263							Feasible, but not
B31	290	Y	Y	Y	Y	N	N	reasonable
								Not feasible or
B32	264	N	N	N	N		N	reasonable
								Feasible, but not
B33	265	Y	N	Y	N		N	reasonable
59.4		N.						Feasible, but not
B34	268	Y	N	Y	N		N	reasonable
DOF	200	V		X				Feasible, but not
B35	289	Y	N	Y	N		N	reasonable
B36	291	Y	N	Y	Y	N	N	Feasible, but not reasonable
630	291	r	IN	T	T	IN	IN	Not feasible or
B37	293	Ν	N	Ν	N		N	reasonable
557	295	IN	IN IN	IN	IN .		IN IN	Not feasible or
B38	216	N	N	N	N		N	reasonable
050	210							Feasible, but not
B39	226	Y	N	Y	N		N	reasonable
000	220	•						Not feasible or
B40	240	Ν	N	Ν	N		N	reasonable
540	2.10							Not feasible or
B41	292	Ν	N	Ν	N		N	reasonable
								Not feasible or
B42	296	Ν	N	Ν	N		N	reasonable
			-		-		-	Not feasible or
B43	298	Ν	N	Ν	N		N	reasonable

F. Noise Insulation of Public Use or Institutional Structures – The Keith School Museum (Receiver 134) is a NAC C with the exterior noise level for the 2040 Build scenario of 72 dBA. A barrier analysis (Barrier 21) determined that the barrier would be feasible but would not achieve the 8 dBA noise reduction design goal to



be reasonable. When a receiver that is defined as a NAC C may have interior use, it is further classified as a NAC D. The SCDOT Traffic Noise Abatement Policy states that "a highway agency shall conduct an indoor analysis only after a determination is made that exterior abatement measures will not be feasible and reasonable." Per the policy, a 25 dBA noise reduction was applied because the building is a light frame with storm windows. The resulting 47.1 dBA value is below the NAC criteria of 52 dBA for the interior use. Based on this, noise insulation for the Keith School Museum is not recommended.

#### V. FINDINGS AND RECOMMENDATIONS

Overall, there were 73 receivers impacted in the project study area for the 2040 Design Year Build Alternative condition. As a result, mitigation analysis was warranted according to the SCDOT Traffic Noise Abatement Policy. None of the barrier analyses results met both of the feasible and reasonable criteria as per the SCDOT Traffic Noise Abatement Policy.

#### VI. CONSTRUCTION NOISE

If the Build Alternative is chosen, temporary increases in noise levels would occur during the time period that construction takes place. Noise levels due to construction, although temporary, can impact areas adjacent to the project. The major noise sources from construction would be the heavy equipment operated at the site. However, other construction site noise sources would include hand tools and trucks supplying and removing materials

Typical noise levels generated by different types of construction equipment are presented in Table 6. Construction operations are typically broken down into several phases including clearing and grubbing, earthwork, erection, paving and finishing. Although these phases can overlap, each has their own noise characteristics and objective.

SCDOT's "2007 Standard Specifications for Highway Construction" includes various references to construction noise, including Sections 107.6-paragraph 3, 606.3.1.6.3-paragraph 1, 607.3.1.6.3-paragraph 1, 607.3.2.6.3-paragraph 1, and 702.4.15-paragraph 3. The SCDOT specifications cited above are generalized for nuisance noise avoidance. Detailed specifications suggested for consideration for inclusion in the proposed project's construction documents may consist of the following:

- Construction equipment powered by an internal combustion engine shall be equipped with a properly maintained muffler.
- Air compressors shall meet current USEPA noise emission exhaust standards.
- Air powered equipment shall be fitted with pneumatic exhaust silencers.

Table 6: Leq Noise Level (dBA) at 50 Feet for Construction Equipment							
Equipment	dBA Leq @ 50 feet						
Earth Moving:							
Front Loader	79						
Back Hoe	85						
Dozer	80						
Tractor	80						
Scraper	88						
Grader	85						
Truck	91						
Paver	89						
Materials Handling:							
Concrete Mixer	85						
Concrete Pump	82						
Crane	83						
Derrick	88						
Stationary:							
Pump	76						
Generator	78						
Compressor	81						
Impact:							
Pile Driver	100						
Jackhammer	88						
Rock Drill	98						
<u>Other:</u>							
Saw	78						
Vibrator	76						
SOURCE: Grant, Charles A. a	and Reagan, Jerry, A., <i>Highway</i>						
Construction Noise: Measure	ment, Prediction and Mitigation						

- Stationary equipment powered by an internal combustion engine shall not be operated within 150 feet of noise sensitive areas without portable noise barriers placed between the equipment and noise sensitive sites. Noise sensitive sites include residential buildings, motels, hotels, schools, churches, hospitals, nursing homes, libraries and public recreation areas.
- Portable noise barriers shall be constructed of plywood or tongue and groove boards with a noise absorbent treatment on the interior surface (facing the equipment).
- Powered construction equipment shall not be operated during the traditional evening and/or sleeping hours within 150 feet of a noise sensitive site, to be decided either by local ordinances and/or agreement with the SCDOT.

### Store Star

#### VII. COORDINATION WITH LOCAL OFFICIALS

SCDOT has no authority over local land use planning and development. SCDOT can only encourage local officials and developers to consider highway traffic noise in the planning, zoning and development of property near existing and proposed highway corridors. The lack of consideration of highway traffic noise in land use planning at the local level has added to the highway traffic noise problem which will continue to grow as development continues adjacent to major highway long after these highways were proposed and/or constructed.

In order to help local officials and developers consider highway traffic noise in the vicinity of proposed Type I project, SCDOT will inform them of the predicted future noise levels and the required distance from such projects needed to ensure that noise levels remain below the NAC for each type of land use per 23 CFR §772.17. The contour distances to the 66 and 71 dBA sound levels are shown in Table 7. Please note that the values in the table do not represent predicted levels at every location at a particular distance back from the roadway. Sound levels will vary with changes in terrain and will be affected by the shielding of objects such as buildings.

Table 7: Contour Distances (dBA) for Clements Ferry Road Phase 2							
NAC Land Use	Impact Contour	Worst-Case Approximate Distance from Nearest Edge of Travel Lane					
Category B & C (Residential, outdoor recreation facilities, churches, schools, hospitals, etc.	66 dBA	193 Feet					
Category E (Hotels, motels, offices, restaurants/bars, and other developments/activites not included in the other NAC's)	71 dBA	95 Feet					
SOURCE: Thre	e Oaks Engineering	, March, 2018					

# **APPENDIX A**

**Traffic Data** 

#### TNM Traffic Data - Clements Ferry Phase 2

#### **EXISTING YEAR 2015**

	Jack Primus Ro	Jack Primus Road to Nellefield		eek Drive to	Cainhoy Road to Reflectance			
	Creel	Creek Drive		y Road	Road		Reflectance Road to SC 41	
AADT	13,	,800	13,8	300	13	,200	9,8	800
DHV Factor	11.	28%	10.4	4%	12	.03%	13.19%	
Peak	1,	557	1,4	41	1,	588	1.293	
Speed	55	mph	45 r	nph	35	mph	35 mph	
Lane Width	2 lanes	@ 12 feet	2 lanes @	0 12 feet	2 lanes @ 12 feet		2 lanes @ 12 feet	
Directional Split	50	/50	50/	/50	50	50/50 50/50		/50
Vehicle Mix	92% Autos + 8	% Heavy Trucks	92% Autos + 8%	6 Heavy Trucks	93% Autos + 7	% Heavy Trucks	97% Autos + 3	% Heavy Trucks
	Eastbound	Westbound	Eastbound (per	Westbound	Eastbound	Westbound	Eastbound	Westbound
	(per lane)	(per lane)	lane)	(per lane)	(per lane)	(per lane)	(per lane)	(per lane)
Autos	716	716	663	663	738	738	627	627
Heavy Trucks	62	62	58	58	56	56	19	19

Source: Clements Ferry Road from Jack Primus Road to SC 41 Widening Study, Haselden and Associates (September 7, 2017).

#### BUILD - DESIGN YEAR 2040

	Jack Primus Road to Nellefiel		d Nellefield Creek Drive to C		Cainhoy Road to Reflectance		Reflectance Road to SC 41			
AADT	58,273		58,273		57,283		51,713			
DHV Factor	11.	28%	10.44%		12.03%		13.19%			
Peak	6,	6,573		84	6,891		6,821			
Speed	45	mph	45 r	nph	45	mph	45 mph			
Lane Width	4 lanes @ 12 feet		4 lanes @	0 12 feet	4 lanes @ 12 feet		4 lanes @ 12 feet			
Directional Split	50	/50	50/	/50	50/50		50/50			
Vehicle Mix	92% Autos + 8	% Heavy Trucks	92% Autos + 89	6 Heavy Trucks	93% Autos + 7	% Heavy Trucks	97% Autos + 3	50/50 7% Autos + 3% Heavy Trucks		
	Eastbound	Westbound	Eastbound (per	Westbound	Eastbound	Westbound	Eastbound	Westbound		
	(per lane)	(per lane)	lane)	(per lane)	(per lane)	(per lane)	(per lane)	(per lane)		
Autos	1,512	1,512	1,399	1,399	1,602	1,602	1,654	1,654		
Heavy Trucks	131	131	122	122	121	121	51	51		

CHATS 2% growth rate was used for year 2040.

Source: Clements Ferry Road from Jack Primus Road to SC 41 Widening Study, Haselden and Associates (September 7, 2017).

3,287	6573.1944	3,042	6083.7012	3,446	6891.1449	3,410	6820.9447

	Jack Primus Ro	ad to Nellefield	Nellefield Creek Drive to		Cainhoy Road to Reflectance		Reflectance Road to SC 41		
AADT	58	58,273		58,273		57,283		713	
DHV Factor	11.	28%	10.4	4%	12.03%		13.19%		
Peak	6,	573	6,0	84	6,891		6,821		
Speed	55	55 mph		nph	35 mph		35 mph		
Lane Width	2 lanes	2 lanes @ 12 feet		9 12 feet	2 lanes @ 12 feet		2 lanes @ 12 feet		
Directional Split	50	/50	50,	'50	50/50		50/50		
Vehicle Mix	92% Autos + 8	% Heavy Trucks	92% Autos + 89	6 Heavy Trucks	93% Autos + 7	% Heavy Trucks	97% Autos + 3% Heavy Trucks		
	Eastbound	Westbound	Eastbound (per	Westbound	Eastbound	Westbound	Eastbound	Westbound	
	(per lane)	(per lane)	lane)	(per lane)	(per lane)	(per lane)	(per lane)	(per lane)	
Autos	3,024	3,024	2,799	2,799	3,204	3,204	3,308	3,308	
Heavy Trucks	263	263	243	243	241	241	102	102	

#### NO BUILD - DESIGN YEAR 2040

CHATS 2% growth rate was used for year 2040. Source: Clements Ferry Road from Jack Primus Road to SC 41 Widening Study, Haselden and Associates (September 7, 2017).

# **APPENDIX B**

# Field Measurement Data Sheets

#### Air Hub Project No: CHS-16-049

65.0dB

/06/2016

3:55:00



Instrument Model	CEL-633B				
Serial Number	5044712	LAeq		68.1 dB	
Start Date & Time	6/14/2016 1:54:01 PM		ate & Time	6/14/2016 2:29:39 PM	
Duration	00:35:38 HH:MM:SS	Calibra	ation (Before) SPL	114 dB	
Notes	Keith A				
105.0dB 93.0dB 81.0dB 69.0dB 57.0dB 45.0dB					<ul> <li>LASmax</li> <li>LAFmax</li> <li>LAImax</li> <li>LCpeak</li> <li>LAeq</li> <li>LAIeq</li> </ul>
	4/06/2016 3:59:59.99	14/06/2016 14:10:00.00	14/06/2016 14:19:59.99	14/0 14:3	
70.0dB 69.0dB 68.0dB 67.0dB 66.0dB					— LAeq

Т

14/06/2016

14:10:00

Т

14/06/2016

14:15:00

Т

14/06/2016

14:20:00

14

1.

Т

14/06/2016

14:00:00

Т

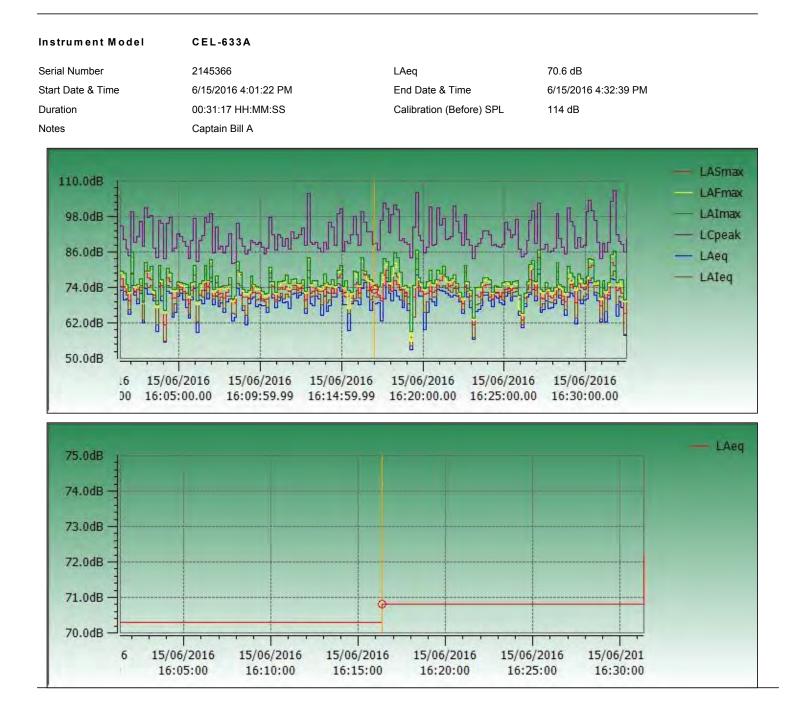
14/06/2016

14:05:00



ration 6/14	45366 4/2016 1:56:31 PM :33:05 HH:MM:SS ith B	LAeq End Date & Time Calibration (Before) SPL	69.8 dB 6/14/2016 2:29:36 PM 114 dB	- LASmax - LAFmax - LAImax - LCpeak - LAeq - LAIeq
ration 00:: tes Kei 110.0dB 97.0dB 84.0dB 71.0dB	33:05 HH:MM:SS			- LAFmax - LAImax - LCpeak - LAeq
tes Kei 110.0dB 97.0dB 84.0dB 71.0dB				- LAFmax - LAImax - LCpeak - LAeq
97.0dB - 44.0dB - 44.				- LAFmax - LAImax - LCpeak - LAeq
45.0dB			4/06/2016 14/0	
75.0dB	9 14:05:00.00 14:10:00.00 14:	15:00.00 14:19:59.99 14	1:24:59.99	— LAeq
71.0dB				
69.0dB				
67.0dB				
65.0dB				
5 14/06/2010	6 14/06/2016 14/06/2016	14/06/2016 14/06/2	2016 14/06/201	







strument Model	CEL-633B			
rial Number rt Date & Time ration tes	5044712 6/15/2016 4:02:31 PM 00:31:00 HH:MM:SS Captain Bill B	LAeq End Date & Time Calibration (Before) SPL	66.7 dB 6/15/2016 4:33:31 PM 114 dB	
110.0dB 98.0dB 86.0dB 74.0dB 62.0dB 50.0dB 15/06/20 16:05:00			15/06/2016 1 16:30:00.00 1t	<ul> <li>LASmax</li> <li>LAFmax</li> <li>LAImax</li> <li>LCpeak</li> <li>LAeq</li> <li>LAIeq</li> </ul>
70.0dB				— LAeq
69.0dB 68.0dB				
67.0dB				
3				
66.0dB				
15/06/20 16:05:0				

#### Air Hub Project No: CHS-16-049



Instrument Model	CEL-633A			
Serial Number Start Date & Time Duration Notes	2145366 6/17/2016 1:22:06 PM 00:20:18 HH:MM:SS Bennington Drive	LAeq End Date & Time Calibration (Before) SPL	56.3 dB 6/17/2016 1:42:24 PM 114 dB	
	06/2016 25:00.00 13:30:00.00	17/06/2016 13:34:59.99	17/06/2016 13:39:59.99	<ul> <li>LASmax</li> <li>LAFmax</li> <li>LAImax</li> <li>LCpeak</li> <li>LAeq</li> <li>LAIeq</li> </ul>
60.0dB 58.0dB 56.0dB 54.0dB 52.0dB 50.0dB				— LAeq

2016 17/06/2016 17/06/2016 17/06/2016 17/06/2016 17/06/2016 17/06/2016 17/06/2016 2:00 13:24:00 13:26:00 13:28:00 13:30:00 13:32:00 13:34:00 13:36:00



Instrument Model	CEL-633A			
Serial Number Start Date & Time Duration Notes	2145366 6/14/2016 2:50:09 PM 00:46:46 HH:MM:SS Tyler Street North	LAeq End Date & Time Calibration (Before) SPL	60.7 dB 6/14/2016 3:36:55 PM 114 dB	
105.0dB 94.0dB 83.0dB 72.0dB 61.0dB 50.0dB /2016 00.00	14/06/2016 15:00:00.00 15:09:59.99		06/2016 29:59.99	<ul> <li>LASmax</li> <li>LAFmax</li> <li>LAImax</li> <li>LCpeak</li> <li>LAeq</li> <li>LAIeq</li> </ul>



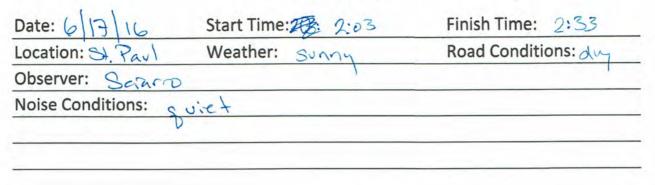


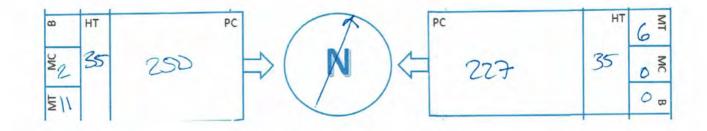
nstrument Mo	odel	CEL-633B				
Serial Number Start Date & Time Duration Notes		5044712 6/14/2016 2:47:56 PM 00:48:14 HH:MM:SS Tyler St South		q Date & Time bration (Before) SPL	71.4 dB 6/14/2016 3:36:10 PM 114 dB	
110.0dB 96.0dB 82.0dB 68.0dB 54.0dB 40.0dB	4/06/2016 :50:00.00	14/06/2016 15:00:00.00	14/06/2016 15:09:59.99	14/06/2016 15:20:00.00	14/06/2016 15:29:59.99	<ul> <li>LASmax</li> <li>LAFmax</li> <li>LAImax</li> <li>LCpeak</li> <li>LAeq</li> <li>LAIeq</li> <li>LAIeq</li> </ul>
75.0dB 73.0dB 71.0dB 69.0dB 67.0dB						— LAeq
	4/06/2016 14:50:00	14/06/2016 15:00:00	14/06/2016 15:10:00	14/06/20 15:20:0		

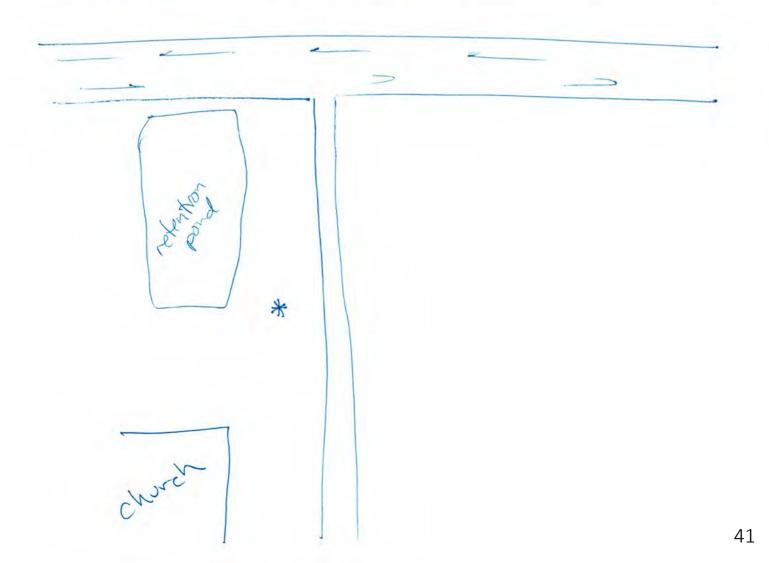


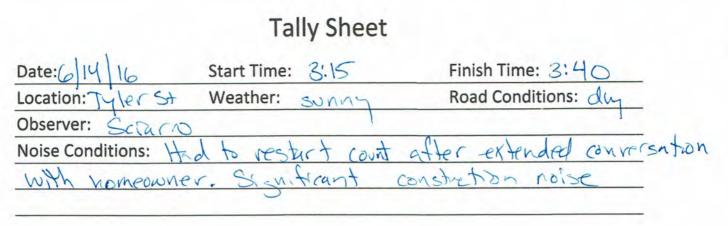
Instrument Model	CEL-633A			
Serial Number Start Date & Time Duration Notes	2145366 6/17/2016 2:02:29 PM 00:33:53 HH:MM:SS St. Paul Baptist	LAeq End Date & Time Calibration (Before) SPL	62.2 dB 6/17/2016 2:36:22 PM 114 dB	
105.0dB 93.0dB 93.0dB 81.0dB 69.0dB 57.0dB 45.0dB 17/06/2 14:05:0	2016 17/06/2016 14:10:00.00 14:10:00.00 14:10:00.00 14:10:00.00 14:10:00.00 14:10:00.00 14:10:00.00 14:100 14:100 14:	7/06/2016 17/06/2016 17/0 4:19:59.99 14:24:59.99 14:30		<ul> <li>LASmax</li> <li>LAFmax</li> <li>LAImax</li> <li>LCpeak</li> <li>LAeq</li> <li>LAIeq</li> </ul>
65.0dB				— LAeq
63.0dB				
61.0dB				
59.0dB				
57.0dB				
55.0dB	· · · · · · · · · · · · · · · · · · ·		+ + + + + + + + + + + + + + + + + + + +	
17/06/ 14:05				

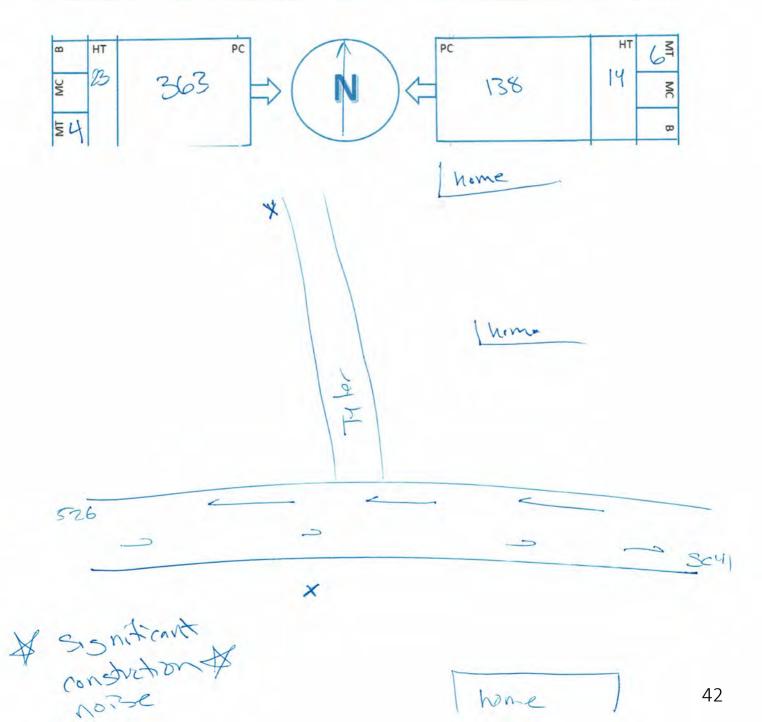
# **Tally Sheet**

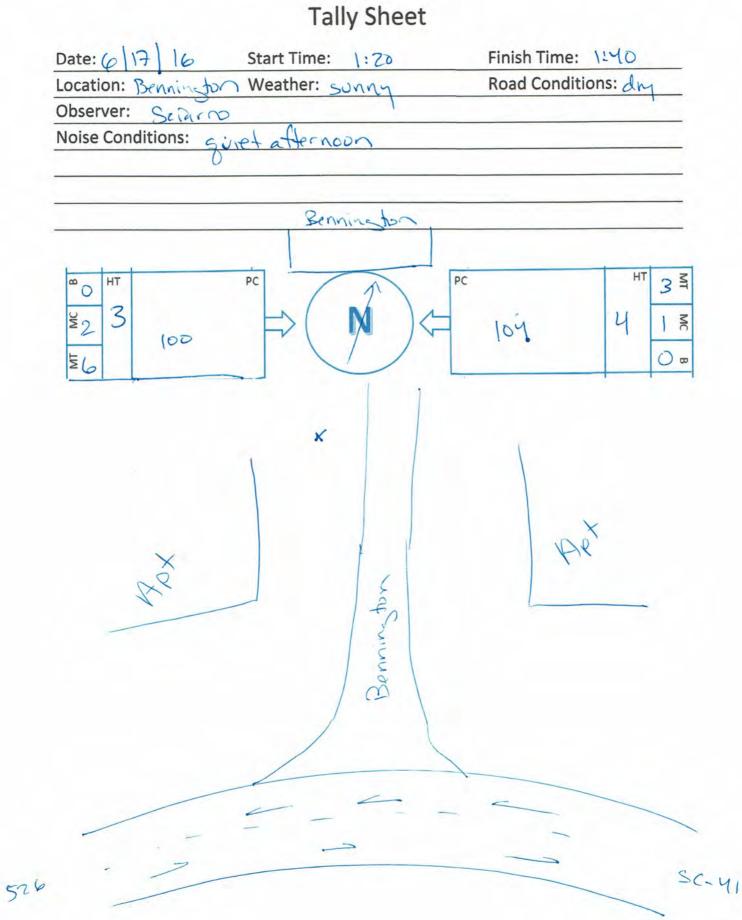




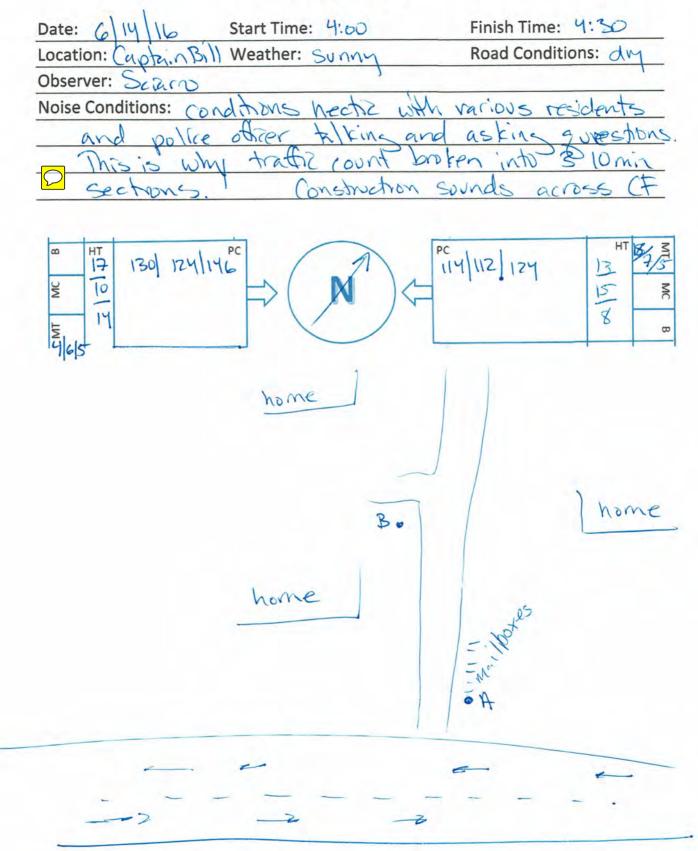




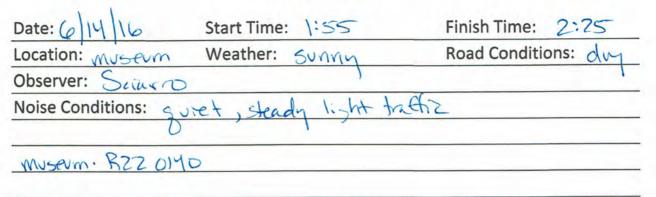


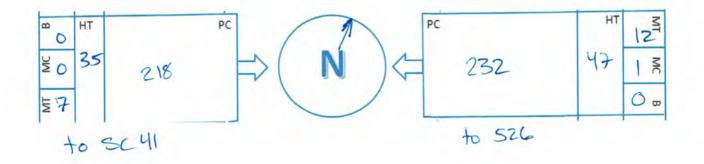


# **Tally Sheet**

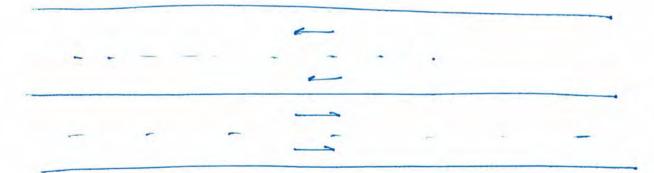


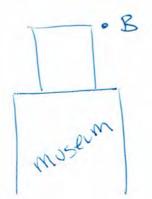
# **Tally Sheet**











# Advanced Labs, Inc.

# INSTRUMENT CALIBRATION REPORT

# Pine Environmental Services, Inc

Desc	ent ID R220142 ription CEL-63X Sound Leve brated 8/5/2015	l Meter			
Model N Serial N	acturer Casella fumber CEL-63X fumber 2145376 ocation New Jersey Temp 75			pass Yearly EOM t Lab	
Gr Test Performed: Y	Group # 1 roup Name Acoustic Tests Per es As Found Result:		As Left Result:	Pass	
Test Instruments Us	ed During the Calibration	Manufacturer	Serial Number	<u>(As Of C</u> Last Cal Date 2/27/2015	<u>al Entry Date)</u> <u>Next Cal Date</u>

Notes about this calibration

Calibration Result Calibration Successful Who Calibrated Kevin Cole



# INSTRUMENT CALIBRATION REPORT

# Pine Environmental Services, Inc

Descr	ent ID R220142 iption CEL-63X Sound Leve brated 8/5/2015	el Meter			
Manufa Model N Serial N	cturer Casella umber CEL-63X umber 2145376 ocation New Jersey Temp 75		Freque Departn	tion atus pass ency Yearly EOM nent Lab dity 33	
Gro Test Performed: Ye	Group # 1 oup Name Acoustic Tests Per as As Found Result:		As Left Resu	ilt: Pass	
Test Instruments Use Test Instrument ID B&K 4226	ed During the Calibration Description Brüel & Kjær 4226 Brüel & Kjær 4228	<u>Manufacturer</u> Brüel & Kjær Brüel & Kjær	<u>Serial Number</u> 2590968 2667476	<u>(As Of C</u> Last Cal Date 2/27/2015 2/27/2015	al Entry Date) <u>Next Cal Date</u> 2/27/2016 2/27/2016

Notes about this calibration

Calibration Result Calibration Successful Who Calibrated Kevin Cole

# Advanced Labs, Inc.

# INSTRUMENT CALIBRATION REPORT

Instrum	ent ID 31440				
Desci	ription CEL-63X Sound Leve	el Meter			
	brated 2/11/2016				
Manufa	acturer Casella		Classification	100	
Model N	umber CEL-63X		Status	pass	
Serial N	umber 5044712		Frequency	Yearly EOM	
Lo	ocation New Jersey		Department	Lab	
	Temp 72		Humidity	23	
Gre	Group # 1 oup Name Acoustic Tests Per	Calibration Sp	ecifications		
Gre Test Performed: Ye	oup Name Acoustic Tests Per	rformed	ecifications As Left Result: P	ass	
Test Performed: Ye	oup Name Acoustic Tests Per	rformed			Cal Entry Date)
Test Performed: Ye	oup Name Acoustic Tests Per s As Found Result:	rformed	As Left Result: P		<u>al Entry Date)</u> <u>Next Cal Date</u>
Test Performed: Ye Test Instruments Use Test Instrument ID	ed During the Calibration	rformed : Fail	As Left Result: P Serial Number <u>L</u>	<u>(As Of C</u>	
Test Performed: Ye	ed During the Calibration	rformed : Fail <u>Manufacturer</u>	As Left Result: P Serial Number <u>L</u> 2590968 2	<u>(As Of C</u> .ast Cal Date	Next Cal Date

Notes about this calibration

Calibration Result Calibration Successful Who Calibrated Kevin Cole

# INSTRUMENT CALIBRATION REPORT



Instru	ment ID	A03256				
Des	cription	Casella CEL-120/2 A	coustic Calibrator			
Ca	librated	1/20/2016				
Manu	facturer	Casella		Classificatio	n	
Model	Number	CEL-120/2		Stat	us pass	
Serial	Number	2621074		Frequen	cy Yearly EOM	
100	Location	New Jersey		Departme	nt Lab	
	Temp	73		Humidi	ty 21	
G Test Performed: Y	C	9# 1 ne Acoustic Tests Pe As Found Result:		ifications As Left Result:	Pass	
	roup Nar Yes	ne Acoustic Tests Pe As Found Result	rformed		Pass	
Test Performed: Y	roup Nar Yes	ne Acoustic Tests Pe As Found Result	rformed		<u>(As Of C</u>	al Entry Date)
Test Performed: V	roup Nar Yes	ne Acoustic Tests Pe As Found Result: ng the Calibration	rformed		(As Of C Last Cal Date	Next Cal Date
Test Performed: Y	roup Nar Yes Sed Durin <u>Descrip</u>	ne Acoustic Tests Pe As Found Result: ng the Calibration	rformed : Pass	As Left Result:	<u>(As Of C</u>	<u>Next Cal Date</u> 2/27/2016
Test Performed: Y Fest Instruments U Fest Instrument ID B&K 4226	roup Nat Yes Sed Durin Descrip Brüel d	ne Acoustic Tests Pe As Found Result: ng the Calibration	rformed : Pass <u>Manufacturer</u>	As Left Result: Serial Number	<u>(As Of C</u> Last Cal Date 2/27/2015 2/27/2015	<u>Next Cal Date</u> 2/27/2016 2/27/2016
Test Performed: Y	roup Nar Yes Sed Durin Descrip Brüel & Brüel &	ne Acoustic Tests Pe As Found Result: ng the Calibration tion & Kjær 4226 & Kjær 4228 114 NIST Traceable	rformed : Pass <u>Manufacturer</u> Brüel & Kjær	As Left Result: <u>Serial Number</u> 2590968	<u>(As Of C</u> Last Cal Date 2/27/2015	<u>Next Cal Date</u> 2/27/2016

Notes about this calibration

Calibration Result Calibration Successful Who Calibrated Kevin Cole

Clements Ferry Noise Study Plan View Run name: BennApt Scale: Roadway: Receiver:	Sheet 1 of 1 SCDOT/ICE/AirHub Project/Contract No. Captain Bill Validatio TNM Version 2.5, Feb 2004 Analysis By: T. Sciarro Ground Zone: polygon Tree Zone: dashed polygon Contour Zone: polygon

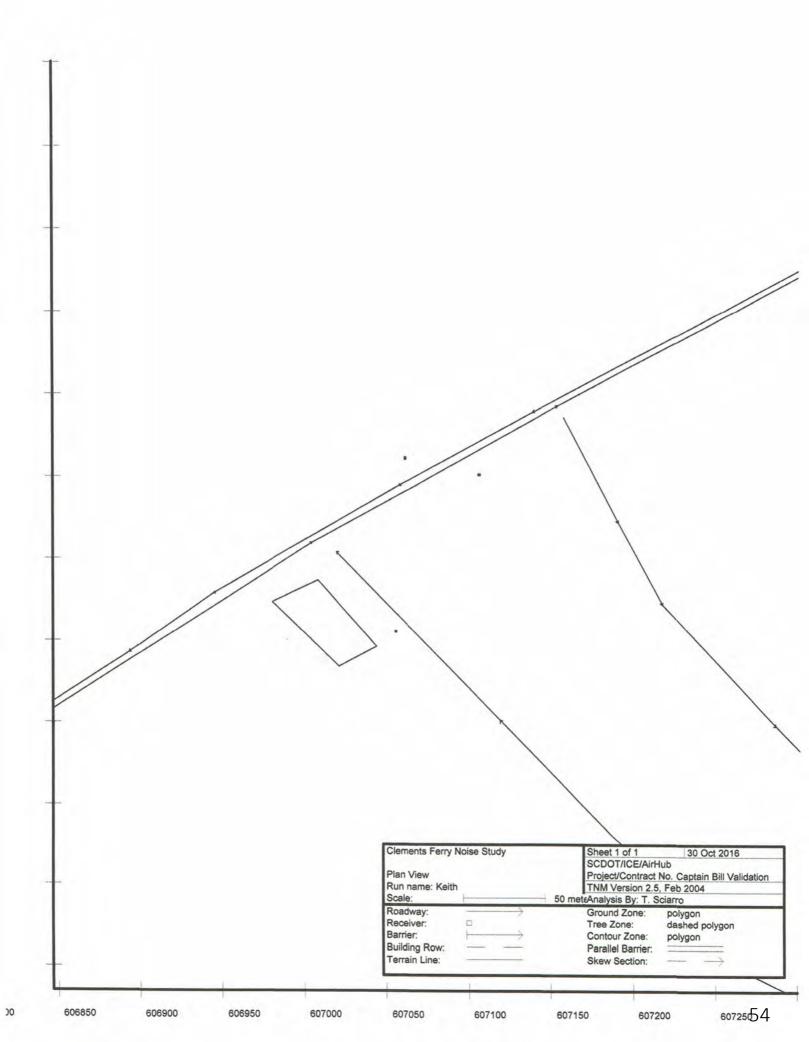
RESULTS: SOUND LEVELS							Bennington Validation	Validation				
SCDOT/ICE/AirHub T. Sciarro							31 October 2016 TNM 2.5	ir 2016				
RESULTS: SOUND LEVELS							Calculate	Calculated with 1 NW 2.5	67		_	
PROJECT/CONTRACT:		Benni	Bennington Validation	ation								
RUN:		Cleme	<b>Clements Ferry Noise Study</b>	oise Study								
BARRIER DESIGN:		NUN	INPUT HEIGHTS			_		Average parage private history	Average pavement type shall be used unless a State highway agency substantiates the use	shall be use substantiate	d unless is the use	
ATMOSPHERICS:		35 de	35 deg C, 50% RH			_		of a differ	of a different type with approval of FHWA	approval of F	HWA.	
Receiver												
Name	No.	#DUs	Existing	No Barrier					With Barrier			
			LAeq1h	LAeq1h		Increase ov	Increase over existing	Type	Calculated	<b>Noise Reduction</b>	ction	
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc	Impact	LAeq1h	Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Keith Museum A		-	1 68.1	0.0		67	0.0 15	5 inactive	0.0	0.0	0	
Captain Bill B		3	1 66.7	0.0		67	0.0 15	5 inactive	0.0	0.0	0	8 0.0
Captain Bill A		4	1 70.6	0.0		67	0.0 15	5 inactive	0.0	0.0	0	
St. Paul Church		9	1 62.2	0.0		67	0.0 15	5 inactive	0.0	0.0	0	
Tyler St South A		7	1 71.4	0.0		67	0.0 15	5 inactive	0.0	0.0	0	
Tyler St North B		8	1 60.7	0.0		67	0.0 15	5 inactive	0.0	0.0	0	8 0.0
Bennington Dr		6	1 56.3	56.7		67	0.4 15	1	56.7	0.0	0	8 -8.0
Keith Museum B	-	11	1 69.8	0.0		67	0.0 15	5 inactive	0.0	0.0	0	8 0.0
Dwelling Units		# DUS	S Noise Reduction	duction								
			Min	Avg	Max							
			qB	dB	dB							
All Selected			8 0.0	0.0		0.0						
All Impacted			0 0.0	0.0		0.0						
All that meet NR Goal			0.0 0.0	0.0		0.0						

C:PROGRAM FILES\TNM25\049CFV\Benn

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-		$\searrow$		
	Clements	Ferry Noise Study	Sheet 1 of 1 30 Oct 201	16
	Clements Plan View Run name Scale: Roadway:	/ e: CptBill	Sheet 1 of 1 30 Oct 201 SCDOT/ICE/AirHub Project/Contract No. Captain Bill V TNM Version 2.5, Feb 2004 O mAnalysis By: T. Sciarro Ground Zone: polygon Tree Zone: dashed polygon	/alidatio

RESULTS: SOUND LEVELS							Captair	N IIIQ	Captain Bill Validation					Γ
SCDOT/ICE/AirHub T. Sciarro							31 Octol TNM 2.5 Calculat	31 October 2016 TNM 2.5 Calculated with	31 October 2016 TNM 2.5 Calculated with TNM 2.5	2.5			_	
RESULTS: SOUND LEVELS PROJECT/CONTRACT: RUN:		Capta	Captain Bill Validation Clements Ferry Noise Study	ation oise Study										
BARRIER DESIGN:		INPUT	INPUT HEIGHTS					a a	verage p State hig	Average pavement type shall be used unless a State highway agency substantiates the use	shall be use substantiate	d unless es the use	0	
ATMOSPHERICS:		35 de	35 deg C, 50% RH	_				0	a differ	of a different type with approval of FHWA.	approval of F	HWA.		
Receiver														
Name	No.	#DUs	Existing	No Barrier						With Barrier				1
			LAeq1h	LAeq1h		Increase over existing	ver existi		Type	Calculated	Noise Reduction	ction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc	2	Impact	LAeq1h	Calculated	Goal	Calculated minus Goal	p
			dBA	dBA	dBA	dB	qB			dBA	dB	dB	dB	
Keith Museum A		-	1 68.1	0.0		67	0.0	15	inactive	0.0	0.0	0	8	0.0
Captain Bill B		3	1 66.7	64.4		67	-2.3	15	1	64.4	0.0	0	8	-8.0
Captain Bill A		4	1 70.6	3 72.5		67	1.9	15	Snd Lvl	72.5		0	8	-8.0
St. Paul Church		9	1 62.2	0.0		67	0.0	15	inactive	0.0	0.0	0	8	0.0
Tyler St South A		7	1 71.4	1 0.0		67	0.0	15	inactive	0.0	0.0	0	8	0.0
Tyler St North B		8	1 60.7	0.0		67	0.0	15	inactive	0.0	0.0	0	8	0.0
Bennington Dr		6	1 56.3	3 0.0		67	0.0	15	inactive	0.0	0.0	0	8	0.0
Keith Museum B		11	1 69.8	3 0.0		67	0.0	15	inactive	0.0	0.0	0	8	0.0
Dwelling Units		# DUs	Noise Reduction	duction										
			Min	Avg	Max									
			dB	dB	dB									
All Selected			8 0.0	0.0	0.0 0.0	0								
All Impacted			1 0.0	0.0	0.0	0								
All that meet NR Goal			0.0 0.0	0.0	0.0 0.0	0								

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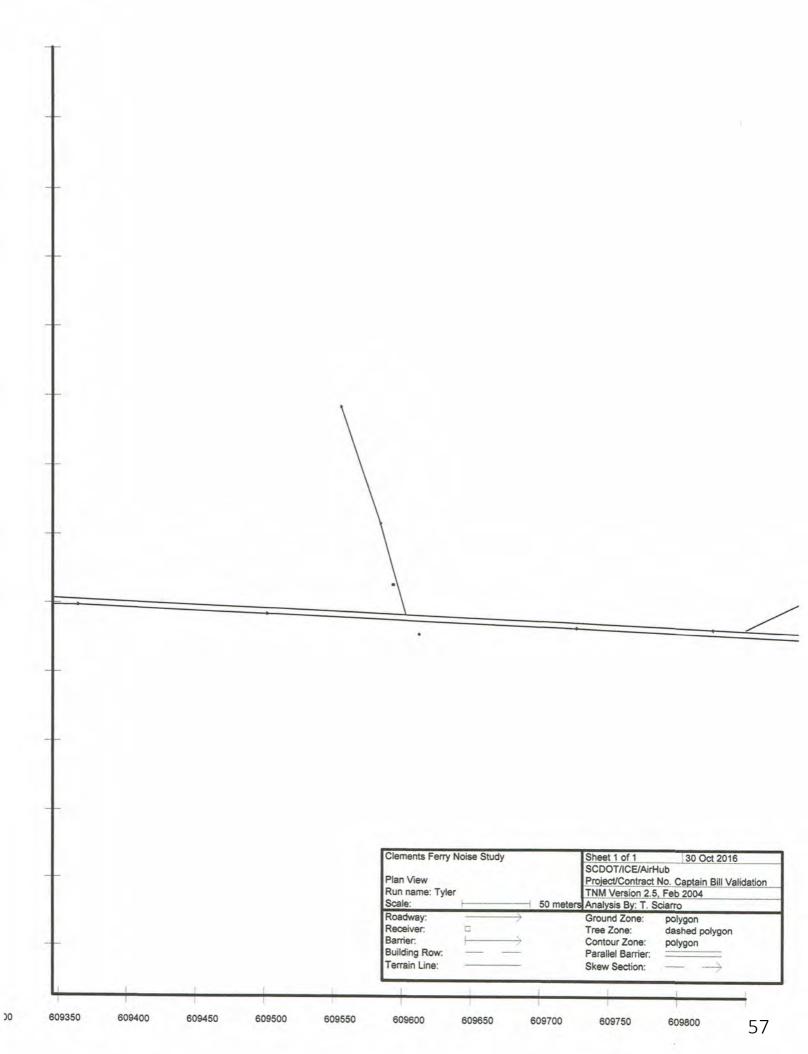


RESULTS: SOUND LEVELS								St. Paul Validation	Valida	tion					Γ
SCDOT/ICE/AirHub T. Sciarro								31 Octol TNM 2.5 Calculat	31 October 2016 TNM 2.5 Calculated with	31 October 2016 TNM 2.5 Calculated with TNM 2.5	2.5		_		
RESULTS: SOUND LEVELS PROJECT/CONTRACT: RUN:		St. F Clen	Paul \	St. Paul Validation Clements Ferry Noise Study	se Study		_								
BARRIER DESIGN: ATMOSPHERICS:		35 c	deg C	35 deg C, 50% RH					4 6 0	verage p State hig f a differ	Average pavement type snam be used unless a State highway agency substantiates the use of a different type with approval of FHWA.	snall be use substantiate approval of F	es the use HWA.		
Receiver															
Name	No.	#DUS		Existing	No Barrier						With Barrier				
		_	-		LAeq1h		Increase over existing	rer existir		Type	Calculated	<b>Noise Reduction</b>	ction		
					Calculated	Crit'n	Calculated	Crit'n Sub'l Inc	U	Impact	LAeq1h	Calculated	Goal	Calculated minus Goal	p
		-	0	dBA	dBA	dBA	dB	dB			dBA	dB	dB	dB	
Keith Museum A		-	-	68.1	0.0		67	0.0	15	inactive	0.0	0.0	0	8	0.0
Captain Bill B		3	-	66.7	0.0		67	0.0	15	inactive	0.0	0.0	0	8	0.0
Captain Bill A		4	-	70.6	0.0		67	0.0	15	inactive	0.0	0.0	0	8	0.0
St. Paul Church		9	-	62.2	63.2		67	1.0	15	1	63.2	0.0	0	. 8	-8.0
Tyler St South A		7	-	71.4	0.0		67	0.0	15	inactive	0.0	0.0	0	8	0.0
Tyler St North B		8	-	60.7	0.0		67	0.0	15	inactive	0.0	0.0	0	8	0.0
Bennington Dr		6	-	56.3	0.0		67	0.0	15	inactive	0.0	0.0	0	8	0.0
Keith Museum B		11	-	69.8	0.0		67	0.0	15	inactive	0.0	0.0	0	8	0.0
Dwelling Units		# DUs		Noise Reduction	uction										
		-		Min	Avg	Max									
			-	dB	dB	dB									
All Selected			8	0.0	0.0		0.0								
All Impacted			0	0.0	0.0		0.0								
All that meet NR Goal			0	0.0	0.0		0.0								٦

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RESULTS: SOUND LEVELS							Keith Validation	ation				
SCDOT/ICE/AirHub T. Sciarro							31 October 2016 TNM 2.5 Calculated with	31 October 2016 TNM 2.5 Calculated with TNM 2.5	2.5		_	
RESULTS: SOUND LEVELS		Keith	Keith Validation			_						
RUN: BARRIER DESIGN:		Cleme	Clements Ferry N INPUT HEIGHTS	Clements Ferry Noise Study INPUT HEIGHTS				Average p	Average pavement type shall be used unless	shall be use	d unless	
ATMOSPHERICS:		35 de	35 deg C, 50% RH	Ŧ				a State hi	a State highway agency substantiates the use of a different type with approval of FHWA.	y substantiate approval of F	es the use HWA.	
Receiver												
Name	No.	#DUs	Existing	No Barrier					With Barrier			
		_	LAeq1h	LAeq1h		Increase over existing	er existing	Type	Calculated	<b>Noise Reduction</b>	ction	
	_			Calculated	Crit'n	Calculated	Crit'n Sub'l Inc		LAeq1h	Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Keith Museum A		1	1 68.	1 70.9		67 2	2.8 1	15 Snd Lvl	70.9	0.0	0	8 -8.0
Captain Bill B		3	1 66.7	7 0.0		67 0	0.0	15 inactive	0.0	0.0	0	8 0.0
Captain Bill A		4	1 70.6	6 0.0		67 0	0.0	15 inactive	0.0	0.0	0	
St. Paul Church		9	1 62.2	2 0.0		67 0	0.0	15 inactive	0.0	0.0	0	8 0.0
Tyler St South A		7	1 71.4	4 0.0		67 0	0.0	15 inactive	0.0	0.0 0.0	0	8 0.0
Tyler St North B		8	1 60.7	7 0.0		67 0	0.0	15 inactive	0.0	0.0 0.0	0	8 0.0
Bennington Dr		6	1 56.3	3 0.0		67 0	0.0	15 inactive	0.0	0.0 0.0	0	8 0.0
Keith Museum B	-	11	1 69.8	8 71.7		67 1	1.9 1	15 Snd Lvl	71.7	7 0.0	0	-8.0
Dwelling Units		# DUs	Noise Reduction	aduction								
			Min	Avg	Max							
			dB	dB	dB							
All Selected			8 0.0	0 0.0	0.0 0.0	0						
All Impacted			2 0.0	0 0.0	0 0.0	0						
All that meet NR Goal			0 0.0	0 0.0	0.0 0.0	0						

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RESULTS: SOUND LEVELS							Tyler Validation	dation					Γ
SCDOT/ICE/AirHub T. Sciarro							31 Octol TNM 2.5 Calculat	31 October 2016 TNM 2.5 Calculated with TNM 2.5	M 2.5		_		
RESULTS: SOUND LEVELS PROJECT/CONTRACT:		Tyler	Tyler Validation			_		3					
RUN: BARRIER DESIGN:		INPU	Clements Ferry Noise Study INPUT HEIGHTS	oise study		-		Average a State h	Average pavement type shall be used unless a State highway agency substantiates the use	shall be used substantiated	d unless is the use		
ATMOSPHERICS:		35 de	35 deg C, 50% RH	-				of a diffe	of a different type with approval of FHWA.	approval of FI	HWA.		1
Receiver													
Name	No.	#DUs	Existing	No Barrier		o occorrent	paristing ton		With Barrier	Moise Beduction	tion		
			ryediu	Calculated	Crit'n	Calculated	Calculated Crit'n Sub'l Inc	Impact Ic	Laeq1h	Calculated	Goal	Calculated minus Goal	σ
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	
Keith Museum A		-	1 68.	1 0.0		67	0.0	15 inactive	0.0	0.0	0	8	0.0
Captain Bill B		3	1 66.7	7 0.0		67	0.0	15 inactive	9.0		0	8	0.0
Captain Bill A		4	1 70.	6 0.0		67	0.0	15 inactive	0.0	0.0	0	8	0.0
St. Paul Church		9	1 62.2	2 0.0		67	0.0	15 inactive	0.0	0.0	0	8	0.0
Tyler St South A		7	1 71.4	4 69.5		67	-1.9	15 Snd Lvl	1 69.5	5 0.0	0	8	-8.0
Tyler St North B		8	1 60.7	7 60.8		67	0.1	15	60.8	3 0.0	-	8	-8.0
Bennington Dr		6	1 56.	3 0.0		67	0.0	15 inactive	9.0	0.0	0		0.0
Keith Museum B		11	1 69.8	8 0.0		67	0.0	15 inactive	9.0	0.0	-	8	0.0
Dwelling Units		# DUs	Noise Reduction	duction									
			Min	Avg	Мах								
			dB	dB	dB								-
All Selected			8 0.0	0 0.0		0.0							
All Impacted			1 0.0	0.0 0.0		0.0							
All that meet NR Goal			0 0.	0.0		0.0							-

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# APPENDIX C

# Feasible and Reasonable Worksheets

Date: Feb 6, 2018

	e Abatement Measure	Barrier 1 - Recei	ver 14		
<u>Feasibility</u>					
Number of Impacted R	eceivers 1	Numb	er of Benefited	Receivers	; 1
Percentage of Impacted noise abatement measu	Receivers that would ac	hieve a 5 dBA reduct	tion from the p	roposed	100
NOTE:SCDOT Policy	atement measure acoust ndicates that 75% of the reduction for it to be ac	impacted receivers m	ust 🗵	Yes	🔲 No
Would any of	the following issues limit		_		e the noise reducti
	Topography	Ye	_	No No	
	Safety	III Ye		NO NO	
	Drainage			No	
	Iltilition	TC	_	• • •	
	Utilities		🕅		
	Maintenance	II Ye		No	
		T Ye	es 🗵	No No No	

# Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

Page 1 of 2

#1: Noise Reduction Design Goal			
Number of Benefited Receivers 1		Number of Benefited Receivers that achieve at least an 8 dBA reduction	
	OTE: SCDOT Policy in	nat would achieve at least a 8 dBA reduction indicates that 80% of the benefited receivers in r it to be reasonable.	
Does the proposed noise abatement measur If "Yes" is marked, continu		ion design goal? 🛛 Yes 🔲 No	
#2: Cost Effectiveness			
Estimated cost per square foot for as noise abatement measure		Estimated construction cost for noise abatement measure	41,720
Estimated cost per Benefited Receiver 41	,720		
NOTE: SCDOT Policy states that the prelimina	ary noise analysis is based	ould the abatement measure be reasonable? on \$35.00 per square foot and a more project- during the detailed noise abatement evaluation.	🔲 Yes 🖾 No
If "Yes" is marked, continu	e to #3. If "No" is mark	ked, then abatement is determined NOT to be	reasonable.
#3: Viewpoints of the property own	ers and residents of	the benefitted receivers	
Number of Benefited Receivers (same as	above)	-0-	
Number of Benefited Receivers in support of noise abatement measure		Percentage of Benefited Receivers in support of noise abatement me	
Number of Benefited Receivers opposed to noise abatement measure		Percentage of Benefited Receivers opposed to noise abatement measu	
Number of Benefited Receivers that did a respond to solicitation on noise abatemen measure		Percentage of Benefited Receivers did not respond to solicitation on abatement measure	
Based on the viewpoints of the property ov abatement measure be reasonable? NOTE constructed unless greater than 50% of the	: SCDOT Policy indica	ites that the noise abatement shall be $\Box$	Yes 🗌 No
Final Determination for Noise Abatement Me Based on the above results, this abatement fea		reasonable.	

Date: Feb 6, 2018

	ic Noise Abatement Measure Barrie	er 2 - Receiver 1	7	
Feasibility				
Number of Imp	acted Receivers 1	Number of I	Benefited Receivers	1
Percentage of Ir noise abatement	npacted Receivers that would achieve a t measure	5 dBA reduction fro	om the proposed	100
NOTE:SCDOT	noise abatement measure acoustically fe Policy indicates that 75% of the impacte to 5 dBA reduction for it to be acoustical	ed receivers must	🛛 Yes	🗌 No
Would	any of the following issues limit the abi	lity of the abatemen	t measure to achiev	e the noise redu
		Yes	× No	
	Topography	Yes	K NO	
	Topography Safety	Yes	No No	
	Safety	Yes	× No	
	Safety Drainage	Yes Yes	No No	
	Safety Drainage Utilities	Yes Yes Yes	No No No No	
	Safety Drainage Utilities Maintenance	Yes Yes Yes Yes Yes	No No No No No	

# **Reasonableness**

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal
Number of Benefited Receivers that       I         Number of Benefited Receivers that       I         achieve at least an 8 dBA reduction       I
Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the 100 first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.
Does the proposed noise abatement measure meet the noise reduction design goal? Yes No
If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.
#2: Cost Effectiveness
Estimated cost per square foot for noise abatement measure 202,125
Estimated cost per Benefited Receiver 202,125
Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project- specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation.
If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.
#3: Viewpoints of the property owners and residents of the benefitted receivers
Number of Benefited Receivers (same as above)       Percentage of Benefited Receivers         Number of Benefited Receivers       in support of noise abatement measure
Number of Benefited Receivers opposed to noise abatement measurePercentage of Benefited Receivers opposed to noise abatement measure
Number of Benefited Receivers that did not respond to solicitation on noise abatement measurePercentage of Benefited Receivers that did not respond to solicitation on noise 
Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be Yes No constructed unless greater than 50% of the benefited receptors are opposed to noise abatement.
inal Determination for Noise Abatement Measure based on the above results, this abatement feature is feasible but not reasonable.

Date: Feb 6, 2018

	Abatement Measure Barrie	er 3 - Receivers 1	8 & 19 (5 units)	
Feasibility				
Number of Impacted Re	ceivers 6	Number of B	enefited Receivers	0
Percentage of Impacted noise abatement measure	Receivers that would achieve a e	5 dBA reduction fro	om the proposed	0
NOTE:SCDOT Policy in	tement measure acoustically fead dicates that 75% of the impacter reduction for it to be acousticall	d receivers must	Tes Yes	🛛 No
Would any of th	e following issues limit the abi	ity of the abatement	measure to achieve	the noise redu
	Topography	Yes	No No	
	Safety	Yes	🛛 No	
	Drainage	Yes	× No	
	Utilities	Yes	🛛 No	
	Maintenance	Yes	× No	
		$\boxtimes$ Yes	No No	
	Access		🛛 No	
	Access Exposed Height of Wall	Yes		

# **Reasonableness**

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal	
Number of Benefited Receivers 0	Number of Benefited Receivers that achieve at least an 8 dBA reduction
Percentage of Benefited Receivers in the first two building to the proposed noise abatement measure. NOTE: SCDOT Po- first two building rows must achieve at least a 8 dBA reduct Does the proposed noise abatement measure meet the noise to	olicy indicates that 80% of the benefited receivers in the 0 tion for it to be reasonable. reduction design goal? Yes No
If "Yes" is marked, continue to #2. If "No" is	s marked, then abatement is determined NOT to be reasonable.
#2: Cost Effectiveness	
Estimated cost per square foot for noise abatement measure	Estimated construction cost for noise abatement measure
Estimated cost per Benefited Receiver	
Based on the SCDOT policy of \$30,000 per Benefited Recein NOTE: SCDOT Policy states that the preliminary noise analysis is specific construction cost should be applied at a cost per square for	s based on \$35.00 per square foot and a more project- 🛄 Yes 🛄 No
If "Yes" is marked, continue to #3. If "No" i.	s marked, then abatement is determined NOT to be reasonable.
#3: Viewpoints of the property owners and resider Number of Benefited Receivers (same as above) Number of Benefited Receivers in support of noise abatement measure Number of Benefited Receivers opposed to noise abatement measure Number of Benefited Receivers that did not respond to solicitation on noise abatement measure Based on the viewpoints of the property owners and residen abatement measure be reasonable? NOTE: SCDOT Policy constructed unless greater than 50% of the benefited receivers	Percentage of Benefited Receivers in support of noise abatement measure         Percentage of Benefited Receivers opposed to noise abatement measure         Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure         ts of the Benefited Receivers, would the indicates that the noise abatement shall be       Yes
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is not feasibl	le or reasonable.

Date: Feb 6, 2018

Highway Traffic N	oise Abatement Measure	Barrier 4 - Rece	eiver 20			
			8 8			
<u>Feasibility</u>						
Number of Impacted Receivers 1		Number of Benefited Receivers 1				
Percentage of Impac noise abatement me	cted Receivers that would ac asure	hieve a 5 dBA redu	ction from the p	oposed	100	
NOTE:SCDOT Poli	e abatement measure acousti cy indicates that 75% of the	impacted receivers	must 🗵	Yes		No
achieve at least a 5 d	BA reduction for it to be acc	oustically reasible.				
Would any	of the following issues limit	the ability of the al	patement measure	e to achieve	e the no	ise reduction
······································	Topography	Ξ γ				
	Safety	Ш <u>ү</u>				
	Drainage	🔲 1	es 🛛	No		
	Utilities	🔲 1	res 🗵	No		
	Maintenance	L 1	res 🗵	No		
	Access	× 1	les	No		
	Exposed Height of W	ali 🗌 y	(es 🛛	No		
	If "Yes" was marked f	or any of the que	stions above, j	olease exp	lain b	elow.
		ss being cut-off.			1. 200 COMP. 103	

# **Reasonableness**

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal								
Number of Benefited Receivers	Number of Benefited Receivers that achieve at least an 8 dBA reduction							
the proposed noise abatement measure. NOTE: SCDC first two building rows must achieve at least a 8 dBA re								
Does the proposed noise abatement measure meet the noise reduction design goal? Yes INO If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.								
#2: Cost Effectiveness								
Estimated cost per square foot for as a batement measure	Estimated construction cost for noise abatement measure							
Estimated cost per Benefited Receiver 91,665								
Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project- specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation.								
If "Yes" is marked, continue to #3. If "N	No" is marked, then abatement is determined NOT to be reasonable.							
#3: Viewpoints of the property owners and res	idents of the benefitted receivers							
Number of Benefited Receivers in support of noise abatement measure	Percentage of Benefited Receivers in support of noise abatement measure							
Number of Benefited Receivers opposed to noise abatement measure	Percentage of Benefited Receivers opposed to noise abatement measure							
Number of Benefited Receivers that did not respond to solicitation on noise abatement measure	Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure							
Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be Yes No constructed unless greater than 50% of the benefited receptors are opposed to noise abatement.								
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is feasib	le, but not reasonable.							

Date: Feb 6, 2018

	Noise Abatement Measure	Barrier 5 - Receiver 2	1 (2 units)	
<u>Feasibility</u>				
Number of Impa	cted Receivers 2	Number of I	Benefited Receivers	2
Percentage of Im noise abatement	pacted Receivers that would ac measure	hieve a 5 dBA reduction fr	om the proposed	100
NOTE:SCDOT P	oise abatement measure acousti olicy indicates that 75% of the 5 dBA reduction for it to be acc	impacted receivers must	🖾 Yes	🗖 No
Would a	ny of the following issues limit	_		e the noise rec
	Topography	Yes	No No	
	Safety	Yes	🛛 No	
	Drainage	Yes	No No	
	Utilities	Yes	🛛 No	
		Yes	🛛 No	
	Maintenance		No No	
	Maintenance Access	🛛 Yes	- 110	
			× No	

### **Reasonableness**

#1: Noise Reduction Design Goal				
Number of Benefited Receivers       2         Number of Benefited Receivers that achieve at least an 8 dBA reduction       0				
Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the 0 first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.				
Does the proposed noise abatement measure meet the noise reduction design goal? Uses X No If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.				
#2: Cost Effectiveness				
Estimated cost per square foot for noise abatement measure				
Estimated cost per Benefited Receiver				
Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project- specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation.				
If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.				
#3: Viewpoints of the property owners and residents of the benefitted receivers				
Number of Benefited Receivers (same as above)       Percentage of Benefited Receivers         Number of Benefited Receivers       in support of noise abatement measure				
Number of Benefited Receivers     Percentage of Benefited Receivers       opposed to noise abatement measure     opposed to noise abatement measure				
Number of Benefited Receivers that did not       Percentage of Benefited Receivers that         respond to solicitation on noise abatement       did not respond to solicitation on noise         measure       abatement measure				
Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be Yes No constructed unless greater than 50% of the benefited receptors are opposed to noise abatement.				
Final Determination for Noise Abatement Measure				
Based on the above results, this abatement feature is feasible, but not reasonable.				

Date: Feb 6, 2018

	Tic Noise Abatement Measure Barrie	er 6a & 6b - Rece	eiver 33,36,38, &	2 39
<u>Feasibility</u>				
Number of Imp	pacted Receivers 4	Number of E	Senefited Receivers	4
Percentage of I noise abatemer	impacted Receivers that would achieve a at measure	5 dBA reduction fro	om the proposed	100
NOTE:SCDOT achieve at least	noise abatement measure acoustically fe Policy indicates that 75% of the impacte a 5 dBA reduction for it to be acoustical	ed receivers must ly feasible.	Yes	No No
	lanu of the follouine issues limit the shi	lity of the shatemen	t maacura to achieve	a the noise red
Would	any of the following issues limit the abi			e die noise rea
Would	Topography	Yes	🛛 No	e die noise red
Would	Topography Safety			
Would	Topography Safety Drainage	Yes Yes	No No	
Would	Topography Safety Drainage Utilities	Yes Yes Yes	No No No	
Would	Topography Safety Drainage	Yes Yes Yes Yes	No No No No	

### Reasonableness

#1:	Noise Reduction Design Goal			67	
Nu	mber of Benefited Receivers 2		Number of Benefited Receivers that achieve at least an 8 dBA reduction	12   1	
the fin	e proposed noise abatement measure. st two building rows must achieve at	NOTE: SCDOT Policy in least a 8 dBA reduction for		n the 100	
Do	es the proposed noise abatement mea		0.0		
	lf "Yes" is marked, conti	nue to #2. If "No" is mark	ed, then abatement is determined NOT to be	reasonable.	
#2:	: Cost Effectiveness				
	timated cost per square foot for ise abatement measure	35	Estimated construction cost for noise abatement measure	348,985	
Es	timated cost per Benefited Receiver	174,492			
NO	Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project- specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation.				
	If "Yes" is marked, cont	inue to #3. If "No" is mark	ed, then abatement is determined NOT to be	reasonable.	
#3: Viewpoints of the property owners and residents of the benefitted receivers					
Nı	umber of Benefited Receivers (same a	as above)			
	umber of Benefited Receivers support of noise abatement measure		Percentage of Benefited Receivers in support of noise abatement me		
	Imber of Benefited Receivers posed to noise abatement measure		Percentage of Benefited Receivers opposed to noise abatement measure		
re	umber of Benefited Receivers that di spond to solicitation on noise abaten easure		Percentage of Benefited Receivers did not respond to solicitation on abatement measure		
aba	sed on the viewpoints of the property atement measure be reasonable? NO astructed unless greater than 50% of a	TE: SCDOT Policy indica	tes that the noise abatement shall be $\Box$	Yes 🗌 No	
	Determination for Noise Abatement I on the above results, this abatement		reasonable.		

Date: Feb 6, 2018

	Abatement Measure	Barrier 7 - Rec	eivers 34 &	35	
Feasibility					
Number of Impacted Rec	ceivers 2	Nut	mber of Benefit	ed Receivers	0
Percentage of Impacted I noise abatement measure		chieve a 5 dBA red	uction from the	proposed	0
Is the proposed noise aba NOTE:SCDOT Policy in achieve at least a 5 dBA	dicates that 75% of the reduction for it to be ac	impacted receivers oustically feasible.		Yes	No No
would any of th	e following issues limi Topography	-		No No	e the noise rec
	Safety				
	Drainage			No	
	Utilities		Yes 2	No No	
	Maintenance		Yes 2	No No	
	Access		Yes [	] No	
	Exposed Height of W			No No	

# Reasonableness

#1: Noise Reduction Design Goal				
Number of Benefited Receivers 0	Number of Benefited Receivers that achieve at least an 8 dBA reduction			
Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the 0 first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. Does the proposed noise abatement measure meet the noise reduction design goal?  Yes No If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.				
#2: Cost Effectiveness				
Estimated cost per square foot for noise abatement measure	Estimated construction cost for noise abatement measure			
Estimated cost per Benefited Receiver 0				
Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project- specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation.				
If "Yes" is marked, continue to #3. If "No" is a	marked, then abatement is determined NOT to be reasonable.			
#3: Viewpoints of the property owners and residents of the benefitted receivers Number of Benefited Receivers (same as above)				
Number of Benefited Receivers in support of noise abatement measure	Percentage of Benefited Receivers in support of noise abatement measure			
Number of Benefited Receivers opposed to noise abatement measure	Percentage of Benefited Receivers opposed to noise abatement measure			
Number of Benefited Receivers that did not respond to solicitation on noise abatement measure	Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure			
Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be Yes No constructed unless greater than 50% of the benefited receptors are opposed to noise abatement.				
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is not feasible	or reasonable.			

Date: Feb 6, 2018

	ffic Noise Abatement Measure	Barrier 8 - Receiver	40	
Fossibility				
<u>Feasibility</u>				
Number of In	pacted Receivers	Number of	Benefited Receivers	0
Percentage of noise abateme	Impacted Receivers that would ac nt measure	hieve a 5 dBA reduction f	from the proposed	0
NOTE:SCDO	I noise abatement measure acousti Folicy indicates that 75% of the t a 5 dBA reduction for it to be acc	impacted receivers must	🗆 Yes	🛛 No
Woul	d any of the following issues limit	the ability of the abateme	ent measure to achieve	e the noise red
	Topography	Yes	🛛 No	
	Safety	Yes	🛛 No	
	Drainage	Yes	🛛 No	
	Utilities	Yes	× No	
	Maintenance	Yes	× No	
	Access	X Yes	No No	
		all Ves	🛛 No	
	Exposed Height of W			

### Reasonableness

#1: Noise Reduction Design Goal	n				
Number of Benefited Receivers 0		Number of Benefited Receivers that achieve at least an 8 dBA reduction			
	TE: SCDOT Policy i a 8 dBA reduction fo				
		ted, then abatement is determined NOT to be reasonable.			
#2: Cost Effectiveness					
Estimated cost per square foot for on noise abatement measure		Estimated construction cost for noise abatement measure			
Estimated cost per Benefited Receiver 0					
Based on the SCDOT policy of \$30,000 per NOTE: SCDOT Policy states that the preliminary specific construction cost should be applied at a c	noise analysis is based	on \$35.00 per square foot and a more project- Ves Ves No			
If "Yes" is marked, continue	to #3. If "No" is marl	ed, then abatement is determined NOT to be reasonable.			
#3: Viewpoints of the property owner	s and residents of	the benefitted receivers			
Number of Benefited Receivers (same as ab	ove)				
Number of Benefited Receivers in support of noise abatement measure		Percentage of Benefited Receivers in support of noise abatement measure			
Number of Benefited Receivers opposed to noise abatement measure		Percentage of Benefited Receivers opposed to noise abatement measure			
Number of Benefited Receivers that did no respond to solicitation on noise abatement measure	t	Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure			
abatement measure be reasonable? NOTE:	Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be Yes No constructed unless greater than 50% of the benefited receptors are opposed to noise abatement.				
Final Determination for Noise Abatement Meas Based on the above results, this abatement featu		easonable.			

Date: Feb 6, 2018

	ise Abatement Measure	arrier 9 - Receivers 4		
<u>easibility</u>	_	and the second second		1. Sec. 1.
Number of Impacted	Receivers 8	Number of B	enefited Receiver	s 7
Percentage of Impact noise abatement meas	ed Receivers that would achie	eve a 5 dBA reduction fro	om the proposed	88
OTE:SCDOT Policy	abatement measure acoustical indicates that 75% of the im	pacted receivers must	🛛 Yes	No No
chieve at least a 5 dB	A reduction for it to be acous	stically feasible.		
Would any o	f the following issues limit th	e ability of the abatement	measure to achie	ve the noise reduction go
	Topography	Yes	X No	
	Safety	Yes	🛛 No	
	Drainage	Yes	🛛 No	
	Utilities	Yes	🛛 No	
	Maintenance	Yes	🛛 No	
	Access	Yes	🛛 No	
	Exposed Height of Wall	Yes	🛛 No	

# **Reasonableness**

#1: Noise Reduction Design Goal				
Number of Benefited Receivers 7	Number of Benefited Receivers that achieve at least an 8 dBA reduction			
Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the 71 first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. Does the proposed noise abatement measure meet the noise reduction design goal?  Yes  No				
If "Yes" is marked, continue to #2. If "No" is n	narked, then abatement is determined NOT to be reasonable.			
#2: Cost Effectiveness				
Estimated cost per square foot for noise abatement measure	Estimated construction cost for noise abatement measure			
Estimated cost per Benefited Receiver				
Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project- specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation.				
If "Yes" is marked, continue to #3. If "No" is r	narked, then abatement is determined NOT to be reasonable.			
#3: Viewpoints of the property owners and residents of the benefitted receivers         Number of Benefited Receivers (same as above)         Number of Benefited Receivers         in support of noise abatement measure         Number of Benefited Receivers         opposed to noise abatement measure         Number of Benefited Receivers         opposed to noise abatement measure         Number of Benefited Receivers abatement measure         Percentage of Benefited Receivers         opposed to noise abatement measure         Number of Benefited Receivers that did not respond to solicitation on noise abatement measure         number of Benefited Receivers that did not respond to solicitation on noise abatement measure				
Based on the viewpoints of the property owners and residents abatement measure be reasonable? NOTE: SCDOT Policy in constructed unless greater than 50% of the benefited receptors	dicates that the noise abatement shall be 🔲 Yes 🔲 No			
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is feasible, but	not reasonable.			

Date: Feb 7, 2018

gg	Abatement Measure Barrie	er 10 - Receivers	42 & 43	
Feasibility				
Number of Impacted Re	ceivers 2	Number of B	enefited Receivers	1
Percentage of Impacted noise abatement measur	Receivers that would achieve a	5 dBA reduction fro	m the proposed	50
NOTE:SCDOT Policy in	tement measure acoustically fe dicates that 75% of the impacte reduction for it to be acoustical	d receivers must	Yes	🛛 No
Would any of th	e following issues limit the abi	lity of the abatement		e the noise reduct
	Topography	Yes	No No	
	Safety	Yes	× No	
	Drainage	Yes	🛛 No	
	Utilities	Yes	🛛 No	
	Maintenance	Yes	🛛 No	
	Access	X Yes	No	
	Exposed Height of Wall	Yes	🛛 No	
lf	"Yes" was marked for any	of the questions a	above, please ex	plain below.
ha full ta inanana natao n	eduction would remove existing	g access points.		
ne fait to increase noise r				

### **Reasonableness**

#1: Noise Reduction Design Goal				
Number of Benefited Receivers 1	Number of Benefited Receivers that achieve at least an 8 dBA reduction			
Percentage of Benefited Receivers in the first two building row the proposed noise abatement measure. NOTE: SCDOT Poli first two building rows must achieve at least a 8 dBA reductio	cy indicates that 80% of the benefited receivers in the 0			
Does the proposed noise abatement measure meet the noise rec If "Yes" is marked, continue to #2. If "No" is n	duction design goal? Set Yes No narked, then abatement is determined NOT to be reasonable.			
#2: Cost Effectiveness				
Estimated cost per square foot for noise abatement measure	Estimated construction cost for noise abatement measure			
Estimated cost per Benefited Receiver				
Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project- specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation.				
If "Yes" is marked, continue to #3. If "No" is n	narked, then abatement is determined NOT to be reasonable.			
#3: Viewpoints of the property owners and residents of the benefitted receivers				
Number of Benefited Receivers (same as above)				
Number of Benefited Receivers in support of noise abatement measure	Percentage of Benefited Receivers in <b>support</b> of noise abatement measure			
Number of Benefited Receivers opposed to noise abatement measure	Percentage of Benefited Receivers opposed to noise abatement measure			
Number of Benefited Receivers that did not respond to solicitation on noise abatement measure	Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure			
Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be Yes No constructed unless greater than 50% of the benefited receptors are opposed to noise abatement.				
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is not feasible	or reasonable.			

Date: Feb 7, 2018

Highway Traffic Noise Abatement Measure Barrie	er 11 - Receivers	44 & 45	
Feasibility			
Number of Impacted Receivers 2	Number of E	Benefited Receive	rs U
Percentage of Impacted Receivers that would achieve a noise abatement measure	5 dBA reduction fro	om the proposed	0
Is the proposed noise abatement measure acoustically fe	asible?	_	_
NOTE:SCDOT Policy indicates that 75% of the impacted		🔲 Yes	🛛 No
achieve at least a 5 dBA reduction for it to be acoustical	ly feasible.		
Would any of the following issues limit the abi	lity of the abatemen		eve the noise reduct
Topography	Yes	No No	
Safety	Yes	🛛 No	
Drainage	Yes	🛛 No	
Utilities	Yes	🛛 No	
Maintenance	Yes	🛛 No	
Access	🛛 Yes	No No	
Exposed Height of Wall	Yes	🛛 No	
If "Yes" was marked for any	of the questions	above, please e	xplain below.
the fall to increase noise reduction would remove existing	g access points.		
-			

### Reasonableness

#1: Noise Reduction Design Goal	
Number of Benefited Receivers	Number of Benefited Receivers that achieve at least an 8 dBA reduction
	o building rows that would achieve at least a 8 dBA reduction from SCDOT Policy indicates that 80% of the benefited receivers in the 0 dBA reduction for it to be reasonable.
Does the proposed noise abatement measure meet If "Yes" is marked, continue to #2	the noise reduction design goal?  Yes  No
#2: Cost Effectiveness	
Estimated cost per square foot for noise abatement measure	Estimated construction cost for noise abatement measure
Estimated cost per Benefited Receiver	
NOTE: SCDOT Policy states that the preliminary nois	rfited Receiver, would the abatement measure be reasonable? The analysis is based on \$35.00 per square foot and a more project- er square foot basis during the detailed noise abatement evaluation.
If "Yes" is marked, continue to #3	3. If "No" is marked, then abatement is determined NOT to be reasonable.
#3: Viewpoints of the property owners ar	
Number of Benefited Receivers (same as above) Number of Benefited Receivers	Percentage of Benefited Receivers
in support of noise abatement measure	in support of noise abatement measure
Number of Benefited Receivers opposed to noise abatement measure	Percentage of Benefited Receivers opposed to noise abatement measure
Number of Benefited Receivers <b>that did not</b> <b>respond</b> to solicitation on noise abatement measure	Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure
	and residents of the Benefited Receivers, would the OOT Policy indicates that the noise abatement shall be Yes No ited receptors are opposed to noise abatement.
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is	not feasible or reasonable.

Date: Feb 7, 2018

	fic Noise Abatement Measure Barrie	er 12 - Receivers	62 & 63	
Feasibility	and the second second			1 A 1
Number of Imp	acted Receivers 2	Number of B	Benefited Receive	rs 0
Percentage of I noise abatemen	mpacted Receivers that would achieve a t measure	5 dBA reduction fro	om the proposed	0
NOTE:SCDOT	noise abatement measure acoustically fe Policy indicates that 75% of the impacte a 5 dBA reduction for it to be acoustical	d receivers must	🔲 Yes	No No
Would	any of the following issues limit the abi	lity of the abatemen	t measure to achi	eve the noise reduction
	Topography	Yes	🛛 No	
	ropograpny			
	Safety	Yes	🛛 No	
		Yes Yes	No No	
	Safety			
	Safety Drainage	Yes	No No	
	Safety Drainage Utilities	Yes Yes	No No	
	Safety Drainage Utilities Maintenance	Yes Yes Yes	No No No	

### **Reasonableness**

Number of Benefited Receivers       0       0         Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from       0	
the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the 0 first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.	
Does the proposed noise abatement measure meet the noise reduction design goal? Uses Key No If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.	
#2: Cost Effectiveness	
Estimated cost per square foot for noise abatement measure	
Estimated cost per Benefited Receiver	
Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project- specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation.	
If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable,	
#3: Viewpoints of the property owners and residents of the benefitted receivers	
Number of Benefited Receivers (same as above)	
Number of Benefited Receivers       Percentage of Benefited Receivers         in support of noise abatement measure       in support of noise abatement measure	
Number of Benefited Receivers       Percentage of Benefited Receivers         opposed to noise abatement measure       opposed to noise abatement measure	
Number of Benefited Receivers that did not       Percentage of Benefited Receivers that         respond to solicitation on noise abatement       did not respond to solicitation on noise         measure       abatement measure	
Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be Yes N constructed unless greater than 50% of the benefited receptors are opposed to noise abatement.	lo
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is not feasible or reasonable.	

Date: Feb 7, 2018

	c Noise Abatement Measure Barrie	r 13 - Receiver	66	
Feasibility				
Number of Impa	cted Receivers 1	Number of E	Benefited Receivers	0
Percentage of In noise abatement	npacted Receivers that would achieve a measure	5 dBA reduction fro	om the proposed	0
NOTE:SCDOT I	oise abatement measure acoustically fea Policy indicates that 75% of the impacte 5 dBA reduction for it to be acousticall	d receivers must	🔲 Yes	🛛 No
Would a	any of the following issues limit the abil	ity of the abatemen		e the noise reduc
Would a	Topography	Yes	🛛 No	e the noise reduc
Would a	Topography Safety	Yes Yes	No No	e the noise reduc
Would a	Topography Safety Drainage	Yes Yes Yes	No No No	e the noise reduc
Would a	Topography Safety	Yes Yes Yes Yes	No No No No	e the noise reduc
Would a	Topography Safety Drainage	Yes Yes Yes Yes Yes	No No No	e the noise reduc
Would a	Topography Safety Drainage Utilities	Yes Yes Yes Yes	No No No No No No	e the noise reduc
Would a	Topography Safety Drainage Utilities Maintenance	Yes Yes Yes Yes Yes	No No No No No	e the noise reduc

### **Reasonableness**

#1: Noise Reduction Design Goal	
Number of Benefited Receivers 0	Number of Benefited Receivers that achieve at least an 8 dBA reduction
the proposed noise abatement measure. NOTE: first two building rows must achieve at least a 8	
Does the proposed noise abatement measure mee If "Yes" is marked, continue to #.	et the noise reduction design goal? <b>Wes X</b> No 2. If "No" is marked, then abatement is determined NOT to be reasonable.
#2: Cost Effectiveness	
Estimated cost per square foot for noise abatement measure	Estimated construction cost for noise abatement measure
Estimated cost per Benefited Receiver	
NOTE: SCDOT Policy states that the preliminary noi	efited Receiver, would the abatement measure be reasonable? se analysis is based on \$35.00 per square foot and a more project- er square foot basis during the detailed noise abatement evaluation.
<i>If "Yes" is marked, continue to #</i>	3. If "No" is marked, then abatement is determined NOT to be reasonable.
#3: Viewpoints of the property owners a	nd residents of the benefitted receivers
Number of Benefited Receivers (same as above)	
Number of Benefited Receivers in support of noise abatement measure	Percentage of Benefited Receivers in support of noise abatement measure
Number of Benefited Receivers <b>opposed</b> to noise abatement measure	Percentage of Benefited Receivers opposed to noise abatement measure
Number of Benefited Receivers that did not respond to solicitation on noise abatement measure	Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure
- · · · -	and residents of the Benefited Receivers, would the DOT Policy indicates that the noise abatement shall be Yes No fited receptors are opposed to noise abatement.
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is	s not feasible or reasonable.

Date: Feb 7, 2018

		arrier 14 - Receiver	00	_
<u>Feasibility</u>				
Number of Im	pacted Receivers	Number of	Benefited Receivers	0
Percentage of noise abateme	Impacted Receivers that would achient measure	 eve a 5 dBA reduction fr	om the proposed	0
NOTE:SCDO	I noise abatement measure acoustica F Policy indicates that 75% of the im t a 5 dBA reduction for it to be acous	pacted receivers must	Yes	🛛 No
Woul	d any of the following issues limit th		_	e the noise red
	Topography	Yes	No No	
	Safety	Yes	× No	
	Drainage			
	Utilities	Yes	No No	
	Maintenance	Yes		
	Access	X Yes	No No	
	Exposed Height of Wal	Yes	🛛 No	

#### **Reasonableness**

#1: Noise Reduction Design Goal						
Number of Benefited Receivers 0	Number of Benefited Receivers that achieve at least an 8 dBA reduction					
Percentage of Benefited Receivers in the first two building row the proposed noise abatement measure. NOTE: SCDOT Polic first two building rows must achieve at least a 8 dBA reduction Does the proposed noise abatement measure meet the noise red <i>If "Yes" is marked, continue to #2. If "No" is m</i>	cy indicates that 80% of the benefited receivers in the 0 n for it to be reasonable.					
#2: Cost Effectiveness						
Estimated cost per square foot for noise abatement measure	Estimated construction cost for noise abatement measure					
Estimated cost per Benefited Receiver						
Based on the SCDOT policy of \$30,000 per Benefited Receive NOTE: SCDOT Policy states that the preliminary noise analysis is ba specific construction cost should be applied at a cost per square foot b	used on \$35.00 per square foot and a more project- 🛄 Yes 🛄 No					
If "Yes" is marked, continue to #3. If "No" is n	narked, then abatement is determined NOT to be reasonable.					
#3: Viewpoints of the property owners and residents	of the benefitted receivers					
Number of Benefited Receivers (same as above)						
Number of Benefited Receivers in support of noise abatement measure	Percentage of Benefited Receivers in support of noise abatement measure					
Number of Benefited Receivers opposed to noise abatement measure	Percentage of Benefited Receivers opposed to noise abatement measure					
Number of Benefited Receivers that did not respond to solicitation on noise abatement measure	Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure					
Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be Yes No constructed unless greater than 50% of the benefited receptors are opposed to noise abatement.						
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is not feasible of	or reasonable.					

Date: Feb 7, 2018

Highway Traffic Noise Abatement Measure Bar	rier 15 - Receiver	70	
			_
Feasibility			
Number of Impacted Receivers 1	Number of	Benefited Receivers	0
Percentage of Impacted Receivers that would achieve noise abatement measure	e a 5 dBA reduction fr	om the proposed	0
Is the proposed noise abatement measure acoustically NOTE:SCDOT Policy indicates that 75% of the impa	cted receivers must	Yes	🛛 No
achieve at least a 5 dBA reduction for it to be acoustic	cally leasible.		
Would any of the following issues limit the a	ability of the abatemer	at measure to achiev	e the noise redu
Topography	Yes	× No	
Safety	Yes	× No	
Drainage	Yes	No No	
Utilities	Yes	🛛 No	
Maintenance	Yes	× No	
Access	🛛 Yes	No No	
Exposed Height of Wall	Yes	🛛 No	
If "Yes" was marked for a	ny of the questions	above, please exp	plain below.
e fall to increase noise reduction would remove exist	ing access points.		

### Reasonableness

#1: Noise Reduction Design Goal	
Number of Benefited Receivers 0	Number of Benefited Receivers that achieve at least an 8 dBA reduction
Percentage of Benefited Receivers in the first two building ro the proposed noise abatement measure. NOTE: SCDOT Poli first two building rows must achieve at least a 8 dBA reduction Does the proposed noise abatement measure meet the noise re- <i>lf "Yes" is marked, continue to #2. If "No" is n</i>	icy indicates that 80% of the benefited receivers in the 0 on for it to be reasonable.
#2: Cost Effectiveness	
Estimated cost per square foot for noise abatement measure	Estimated construction cost for noise abatement measure
Estimated cost per Benefited Receiver	
Based on the SCDOT policy of \$30,000 per Benefited Receive NOTE: SCDOT Policy states that the preliminary noise analysis is b specific construction cost should be applied at a cost per square foot	ased on \$35.00 per square foot and a more project- 🛄 Yes 🛄 No
If "Yes" is marked, continue to #3. If "No" is	marked, then abatement is determined NOT to be reasonable.
<ul> <li>#3: Viewpoints of the property owners and residents</li> <li>Number of Benefited Receivers (same as above)</li> <li>Number of Benefited Receivers in support of noise abatement measure</li> <li>Number of Benefited Receivers opposed to noise abatement measure</li> <li>Number of Benefited Receivers that did not respond to solicitation on noise abatement measure</li> <li>Based on the viewpoints of the property owners and residents abatement measure be reasonable? NOTE: SCDOT Policy ir constructed unless greater than 50% of the benefited receivers</li> </ul>	Percentage of Benefited Receivers in support of noise abatement measure         Percentage of Benefited Receivers opposed to noise abatement measure         Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure         of the Benefited Receivers, would the ndicates that the noise abatement shall be       Yes       No
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is not feasible	or reasonable
based on the above results, this abatement realure is not reasible	or reasonable.

Date: Feb 7, 2018

Highway Traffic Noise Al	atement Measure	Barrier 16	- Receiver	71		
Feasibility						
Number of Impacted Recei	vers 1		Number of	Benefited	Receiver	s 1
Percentage of Impacted Re noise abatement measure	ceivers that would ac	chieve a 5 dB/	A reduction fr	om the p	roposed	100
Is the proposed noise abater NOTE:SCDOT Policy indic		÷		$\boxtimes$	Yes	No No
achieve at least a 5 dBA red	uction for it to be ac	oustically feas	sible.			
Would any of the f	ollowing issues limit	t the ability of	the abatemer		e to achiev	ve the noise reduction
	opography		Yes	$\boxtimes$	No	
5	afety		Yes		No	
I	Drainage		Yes		No	
I	Jtilities		Yes	$\times$	No	
I	/laintenance		Yes	$\mathbf{X}$	No	
	\ccess		🛛 Yes		No	
1	Exposed Height of W	/all	Yes	$\times$	No	
If "Y	es'' was marked f	for any of th	e questions	above,	please ex	plain below.
g the fall to increase noise redu	ction would remove	existing acce	ss points.			
		-				

### **Reasonableness**

#1: Noise Reduction Design Goal					
Number of Benefited Receivers 1		Number of Benefited Receivers that achieve at least an 8 dBA reduction	1		
the proposed noise abatement measure. first two building rows must achieve at 1 Does the proposed noise abatement meas	NOTE: SCDOT Policy in east a 8 dBA reduction for ure meet the noise reducti		<mark>e</mark> 100		
#2: Cost Effectiveness					
Estimated cost per square foot for noise abatement measure	35	Estimated construction cost for noise 52 abatement measure	,290		
Estimated cost per Benefited Receiver	52,290		-		
NOTE: SCDOT Policy states that the prelim specific construction cost should be applied a	nary noise analysis is based t a cost per square foot basis	ould the abatement measure be reasonable? on \$35.00 per square foot and a more project- during the detailed noise abatement evaluation.	Yes 🛛 No		
If "Yes" is marked, conti	nue to #3. If "No" is mark	ted, then abatement is determined NOT to be rea	sonable.		
#3: Viewpoints of the property ow	vners and residents of	the benefitted receivers			
Number of Benefited Receivers (same a	s above)				
Number of Benefited Receivers in support of noise abatement measure		Percentage of Benefited Receivers in <b>support</b> of noise abatement measur	re		
Number of Benefited Receivers opposed to noise abatement measure		Percentage of Benefited Receivers opposed to noise abatement measure			
Number of Benefited Receivers that die respond to solicitation on noise abatem measure		Percentage of Benefited Receivers the did not respond to solicitation on noi abatement measure			
Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be Yes No constructed unless greater than 50% of the benefited receptors are opposed to noise abatement.					
Final Determination for Noise Abatement M Based on the above results, this abatement f		reasonable.			

Date: Feb 7, 2018

	fic Noise Abatement Measure Barrie	r 17 - Receiver	72	
<u>Feasibility</u>				
Number of Imp	bacted Receivers 1	Number of I	Benefited Receivers	1
Percentage of I noise abatemer	mpacted Receivers that would achieve a at measure	5 dBA reduction fr	om the proposed	100
	Policy indicates that 75% of the impacte a 5 dBA reduction for it to be acousticall		🛛 Yes	🔲 No
			t measure to achieve	the noise redu
	any of the following issues limit the abil		t measure to achieve	the noise redu
		ity of the abatemen		the noise redu
	any of the following issues limit the abil Topography	ity of the abatemen	🛛 No	the noise redu
	any of the following issues limit the abil Topography Safety	ity of the abatemen	X No No	the noise redu
	any of the following issues limit the abil Topography Safety Drainage	ity of the abatemen Yes Yes Yes Yes	No No No	the noise redu
	any of the following issues limit the abil Topography Safety Drainage Utilities	ity of the abatemen Yes Yes Yes Yes Yes	X No No No No	the noise redu

### **Reasonableness**

#1: Noise Reduction Design Goal				
Number of Benefited Receivers 1	Number of Benefited Receivers that achieve at least an 8 dBA reduction			
Percentage of Benefited Receivers in the first two building row the proposed noise abatement measure. NOTE: SCDOT Poli first two building rows must achieve at least a 8 dBA reduction	cy indicates that 80% of the benefited receivers in the 0 n for it to be reasonable.			
Does the proposed noise abatement measure meet the noise rec	duction design goal? Ves No			
If "Yes" is marked, continue to #2. If "No" is n	narked, then abatement is determined NOT to be reasonable.			
#2: Cost Effectiveness				
Estimated cost per square foot for noise abatement measure	Estimated construction cost for noise abatement measure			
Estimated cost per Benefited Receiver				
Based on the SCDOT policy of \$30,000 per Benefited Receive NOTE: SCDOT Policy states that the preliminary noise analysis is be specific construction cost should be applied at a cost per square foot b	ased on \$35.00 per square foot and a more project- US Yes Wes No			
If "Yes" is marked, continue to #3. If "No" is n	narked, then abatement is determined NOT to be reasonable.			
#3: Viewpoints of the property owners and residents	s of the benefitted receivers			
Number of Benefited Receivers (same as above)				
Number of Benefited Receivers in support of noise abatement measure	Percentage of Benefited Receivers in support of noise abatement measure			
Number of Benefited Receivers opposed to noise abatement measure	Percentage of Benefited Receivers opposed to noise abatement measure			
Number of Benefited Receivers that did not respond to solicitation on noise abatement measure	Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure			
Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be Yes No constructed unless greater than 50% of the benefited receptors are opposed to noise abatement.				
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is feasible, but	not reasonable.			

Date: Feb 7, 2018

	Noise Abatement Measure Barrie	r 18 - Receivers	73 & 74	
easibility				
Number of Impact	ed Receivers 2	Number of E	Benefited Receivers	i 2
Percentage of Impa noise abatement m	acted Receivers that would achieve a seasure	5 dBA reduction fro	om the proposed	100
NOTE:SCDOT Pol	se abatement measure acoustically fea icy indicates that 75% of the impacted dBA reduction for it to be acoustically	l receivers must	🛛 Yes	🔲 No
Would any	of the following issues limit the ability	ity of the abatemen		e the noise reduction goa
	Topography	Yes	× No	
	Safety	Yes	🛛 No	
	Drainage	Yes	🛛 No	
	Utilities	Yes	🛛 No	
	Maintenance	Yes	🛛 No	
	Access	Yes	× No	
			× No	

### Reasonableness

#1: Noise Reduction Design Goal				
Number of Benefited Receivers 2		Number of Benefited Receivers that achieve at least an 8 dBA reduction		
the proposed noise abatement measure. first two building rows must achieve at Does the proposed noise abatement mea	NOTE: SCDOT Policy in least a 8 dBA reduction fo sure meet the noise reduction			
#2: Cost Effectiveness				
Estimated cost per square foot for noise abatement measure	35	Estimated construction cost for noise abatement measure		
Estimated cost per Benefited Receiver	70,438			
NOTE: SCDOT Policy states that the prelim	inary noise analysis is based	ould the abatement measure be reasonable? on \$35.00 per square foot and a more project- during the detailed noise abatement evaluation.		
If "Yes" is marked, cont	nue to #3. If "No" is mark	ed, then abatement is determined NOT to be reasonable.		
#3: Viewpoints of the property ov Number of Benefited Receivers (same a		the benefitted receivers		
Number of Benefited Receivers in <b>support</b> of noise abatement measure		Percentage of Benefited Receivers in support of noise abatement measure		
Number of Benefited Receivers opposed to noise abatement measure		Percentage of Benefited Receivers opposed to noise abatement measure		
Number of Benefited Receivers that di respond to solicitation on noise abatem measure		Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure		
Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be Yes No constructed unless greater than 50% of the benefited receptors are opposed to noise abatement.				
Final Determination for Noise Abatement M Based on the above results, this abatement		reasonable.		
2				

Date: Feb 7, 2018

lighway Traffic Noise Abatement Measure	Barrier 1	9 - Receivers	; 110 to	114		
easibility						
lumber of Impacted Receivers 5		Number of B	Benefited	Receivers	5	
ercentage of Impacted Receivers that would a oise abatement measure	chieve a 5 dl	BA reduction fro	om the pr	oposed	100	
the proposed noise abatement measure acous OTE:SCDOT Policy indicates that 75% of the thieve at least a 5 dBA reduction for it to be a	e impacted re	ceivers must	$\boxtimes$	Yes	🔲 No	
aneve at least a 5 uBA reduction for it to be a	cousticativite	asibie.				
Would any of the following issues lim	it the ability	of the abatemen	t measure	e to achieve	e the noise red	uction go
Topography		Yes	$\boxtimes$	No		
Safety		Yes	$\mathbf{X}$	No		
Drainage		Yes	$\mathbf{X}$	No		2
Utilities		Yes	$\mathbf{X}$	No		
Maintenance		Yes	$\mathbf{X}$	No		
Access		Tes Yes	$\boxtimes$	No		
Exposed Height of V	Vall	Yes	$\mathbf{X}$	No		
If "Yes" was marked	for any of	the questions	above, p	lease exp	lain below.	99

### **Reasonableness**

#1: Noise Reduction Design Goal				
Number of Benefited Receivers 5	Number of Benefited Receivers that achieve at least an 8 dBA reduction			
Percentage of Benefited Receivers in the first two building route the proposed noise abatement measure. NOTE: SCDOT Polit first two building rows must achieve at least a 8 dBA reduction Does the proposed noise abatement measure meet the noise read If "Yes" is marked, continue to #2. If "No" is no	by indicates that 80% of the benefited receivers in the 100 n for it to be reasonable.			
#2: Cost Effectiveness				
Estimated cost per square foot for as a batement measure	Estimated construction cost for noise abatement measure			
Estimated cost per Benefited Receiver 56,035				
Based on the SCDOT policy of \$30,000 per Benefited Receive NOTE: SCDOT Policy states that the preliminary noise analysis is b specific construction cost should be applied at a cost per square foot l	ased on \$35.00 per square foot and a more project- U Yes 🖾 No			
If "Yes" is marked, continue to #3. If "No" is a	marked, then abatement is determined NOT to be reasonable.			
#3: Viewpoints of the property owners and residents	s of the benefitted receivers			
Number of Benefited Receivers in support of noise abatement measure	Percentage of Benefited Receivers in support of noise abatement measure			
Number of Benefited Receivers opposed to noise abatement measure	Percentage of Benefited Receivers opposed to noise abatement measure			
Number of Benefited Receivers that did not respond to solicitation on noise abatement measure	Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure			
Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be Ves No constructed unless greater than 50% of the benefited receptors are opposed to noise abatement.				
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is feasible, but	not reasonable.			

Date: Feb 7, 2018

	ise Abatement Measure B	arrier 20 - Receiver	131	
<u>Feasibility</u>				
Number of Impacted	Receivers 1	Number of B	enefited Receivers	1
Percentage of Impactonoise abatement measurement	ed Receivers that would achie	eve a 5 dBA reduction fro	om the proposed	100
NOTE:SCDOT Policy achieve at least a 5 dB	abatement measure acoustical indicates that 75% of the imp A reduction for it to be acous	pacted receivers must tically feasible.	Yes	No No
Would any of	f the following issues limit the	e ability of the abatement	t measure to achiev	e the noise re-
	Tananahu			
	Topography Safety			
	Safety	Yes Yes		
		Yes	× No	
	Safety Drainage	Yes Yes	No No	
	Safety Drainage Utilities	Yes Yes Yes	No No No	
	Safety Drainage Utilities Maintenance	Yes Yes Yes Yes Yes Yes	No No No No No	

# Reasonableness

#1: Noise Reduction Design Goal				
Number of Benefited Receivers	Number of Benefited Receivers that achieve at least an 8 dBA reduction     I			
	puilding rows that would achieve at least a 8 dBA reduction from CDOT Policy indicates that 80% of the benefited receivers in the A reduction for it to be reasonable.			
Does the proposed noise abatement measure meet the lf "Yes" is marked, continue to #2.	the noise reduction design goal? X Yes No If "No" is marked, then abatement is determined NOT to be reasonable.			
#2: Cost Effectiveness				
Estimated cost per square foot for abatement measure	Estimated construction cost for noise abatement measure 36,505			
Estimated cost per Benefited Receiver 36,505				
NOTE: SCDOT Policy states that the preliminary noise a	ed Receiver, would the abatement measure be reasonable? analysis is based on \$35.00 per square foot and a more project- square foot basis during the detailed noise abatement evaluation.			
If "Yes" is marked, continue to #3.	If "No" is marked, then abatement is determined NOT to be reasonable.			
#3: Viewpoints of the property owners and residents of the benefitted receivers         Number of Benefited Receivers (same as above)         Number of Benefited Receivers in support of noise abatement measure         Number of Benefited Receivers opposed to noise abatement measure         Number of Benefited Receivers that did not respond to solicitation on noise abatement measure         Number of Benefited Receivers that did not respond to solicitation on noise abatement measure				
Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be Yes No constructed unless greater than 50% of the benefited receptors are opposed to noise abatement.				
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is fe	asible, but not reasonable.			

Date: Feb 7, 2018

	c Noise Abatement Measure Barrie	r 21 - Receiver	134 (Keith Schoo	ol Museum)
<u>Feasibility</u>				
Number of Impa	cted Receivers I	Number of E	Benefited Receivers	1
Percentage of In noise abatement	npacted Receivers that would achieve a measure	5 dBA reduction fro	om the proposed	100
NOTE:SCDOT I	oise abatement measure acoustically fea olicy indicates that 75% of the impacte 5 dBA reduction for it to be acousticall	d receivers must	X Yes	🔲 No
Would	ny of the following issues limit the abil			the noise red
	Topography	Yes Yes		
	Safety	Yes Yes		
	Drainage Utilities	Yes Yes		
		Yes		
	Maintenance	Yes Yes		
	Access	Yes		

### **Reasonableness**

#1:	Noise Reduction Design Goal				
Nur	nber of Benefited Receivers that achieve at least an 8 dBA reduction				
the first	The proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the 0 two building rows must achieve at least a 8 dBA reduction for it to be reasonable. Is the proposed noise abatement measure meet the noise reduction design goal? Yes No If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.				
#2:	Cost Effectiveness				
	mated cost per square foot for be abatement measure Estimated construction cost for noise abatement measure				
Esti	mated cost per Benefited Receiver				
NOT	ed on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? E: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project- fic construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation.				
<u> </u>	If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.				
	Viewpoints of the property owners and residents of the benefitted receivers				
Nu	nber of Benefited Receivers (same as above)       Percentage of Benefited Receivers         upport of noise abatement measure       in support of noise abatement measure				
	nber of Benefited Receivers posed to noise abatement measure  Percentage of Benefited Receivers opposed to noise abatement measure				
res	nber of Benefited Receivers that did not pond to solicitation on noise abatement asure abatement measure				
abat	Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be Yes No constructed unless greater than 50% of the benefited receptors are opposed to noise abatement.				
	etermination for Noise Abatement Measure n the above results, this abatement feature is feasible, but not reasonable.				

Date: Feb 7, 2018

Project Name Clements Ferry Phase 2: Fro	m Jack Primus Road	to SC 41			
Highway Traffic Noise Abatement Measure	Barrier 22 - Receivers	171 to 174			
Feasibility	1.1.1.1.1				
Number of Impacted Receivers 4	Number of B	lenefited Receivers	1		
Percentage of Impacted Receivers that would achi noise abatement measure	eve a 5 dBA reduction fro	om the proposed	25		
Is the proposed noise abatement measure acoustica NOTE:SCDOT Policy indicates that 75% of the im achieve at least a 5 dBA reduction for it to be acou	pacted receivers must	Tes Yes	🖾 No		
Would any of the following issues limit the	e ability of the abatement	t measure to achieve	the noise reduction goal?		
Topography	Yes	🛛 No			
Safety	Yes	🖾 No			
Drainage	Yes	🛛 No			
Utilities	Yes	No No			
Maintenance	Yes	🛛 No			
Access	X Yes	No No			
Exposed Height of Wal	l 🗍 Yes	🛛 No			
If "Yes" was marked for	If "Yes" was marked for any of the questions above, please explain below.				

The length of the barrier could not be extended because it would block existing access.

#### **Reasonableness**

#1: Noise Reduction Design Goal				
Number of Benefited Receivers	Number of Benefited Receivers that achieve at least an 8 dBA reduction			
Percentage of Benefited Receivers in the first two building ro the proposed noise abatement measure. NOTE: SCDOT Pol first two building rows must achieve at least a 8 dBA reduction	icy indicates that 80% of the benefited receivers in the 100 on for it to be reasonable.			
Does the proposed noise abatement measure meet the noise re If "Yes" is marked, continue to #2. If "No" is a	duction design goal? Yes No marked, then abatement is determined NOT to be reasonable.			
#2: Cost Effectiveness				
Estimated cost per square foot for 35 noise abatement measure	Estimated construction cost for noise abatement measure			
Estimated cost per Benefited Receiver 100,065				
Based on the SCDOT policy of \$30,000 per Benefited Receiven NOTE: SCDOT Policy states that the preliminary noise analysis is be specific construction cost should be applied at a cost per square foot	pased on \$35.00 per square foot and a more project- 🛄 Yes 🖾 No			
If "Yes" is marked, continue to #3. If "No" is	marked, then abatement is determined NOT to be reasonable.			
#3: Viewpoints of the property owners and residents of the benefitted receivers         Number of Benefited Receivers (same as above)         Number of Benefited Receivers in support of noise abatement measure         Number of Benefited Receivers opposed to noise abatement measure         Number of Benefited Receivers that did not respond to solicitation on noise abatement measure         Number of Benefited Receivers that did not respond to solicitation on noise abatement measure         Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be				
constructed unless greater than 50% of the benefited receptors	s are opposed to noise abatement.			
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is not feasible	or reasonable.			

Date: Feb 7, 2018

	atement Measure Ba	rrier 23 - Receivers	199 to 202	
<u>Feasibility</u>				
Number of Impacted Receive	ers 4	Number of E	Benefited Receivers	; 4
Percentage of Impacted Reco noise abatement measure	eivers that would achiev	e a 5 dBA reduction fre	om the proposed	100
Is the proposed noise abatement NOTE:SCDOT Policy indica achieve at least a 5 dBA redu	tes that 75% of the imp	acted receivers must	🛛 Yes	🔲 No
	11 T F 17 F. J.			
-	llowing issues limit the			e the noise rec
Тс	opography	ability of the abatemen Yes Yes	t measure to achiev No No	e the noise rec
To Sa	•	Yes	🛛 No	e the noise rec
To Sa Di	opography afety	Yes Yes	No No	e the noise rec
To Sa Di Ui	opography afety rainage	Yes Yes Yes	X No No No	e the noise rec
To Sa Di Ui M	opography afety rainage tilities	Yes Yes Yes Yes	No No No No	e the noise rec
To Sa Di Ui M Ad	opography afety rainage tilities faintenance	Yes Yes Yes Yes Yes	X No X No X No X No X No	e the noise rec

#### **Reasonableness**

#1: Noise Reduction Design Goal		a bio vilia y la seconda de la seconda d		
Number of Benefited Receivers 4		Number of Benefited Receivers that achieve at least an 8 dBA reduction	· 4	
	NOTE: SCDOT Policy in	at would achieve at least a 8 dBA reduction fr dicates that 80% of the benefited receivers in it to be reasonable.		
Does the proposed noise abatement mea If "Yes" is marked, conti		on design goal? 🛛 Yes 🔲 No ed, then abatement is determined NOT to be re	easonable.	
#2: Cost Effectiveness				
Estimated cost per square foot for noise abatement measure	35	Estimated construction cost for noise abatement measure	147,245	
Estimated cost per Benefited Receiver	36,811			
NOTE: SCDOT Policy states that the prelim	inary noise analysis is based (	ould the abatement measure be reasonable? on \$35.00 per square foot and a more project- during the detailed noise abatement evaluation.	🗌 Yes 🛛 No	
If "Yes" is marked, cont	nue to #3. If "No" is mark	ed, then abatement is determined NOT to be r	easonable.	
#3: Viewpoints of the property owners and residents of the benefitted receivers         Number of Benefited Receivers (same as above)         Number of Benefited Receivers         in support of noise abatement measure         Number of Benefited Receivers         opposed to noise abatement measure         Number of Benefited Receivers that did not respond to solicitation on noise abatement measure         Number of Benefited Receivers that did not respond to solicitation on noise abatement measure				
Based on the viewpoints of the property abatement measure be reasonable? NO constructed unless greater than 50% of t	TE: SCDOT Policy indicat	tes that the noise abatement shall be	Yes 🔲 No	
Final Determination for Noise Abatement Mased on the above results, this abatement		reasonable.		

Date: Feb 7, 2018

ej * 14	ffic Noise Abatement Measure Barrie	er 24 - Receivers	203 & 204	
asibility				
umber of Im	apacted Receivers 2	Number of B	enefited Receivers 1	
ercentage of bise abateme	Impacted Receivers that would achieve a ent measure	5 dBA reduction fro	m the proposed $50$	
OTE:SCDO	I noise abatement measure acoustically fe I Policy indicates that 75% of the impacted t a 5 dBA reduction for it to be acoustical	d receivers must	Yes X N	0
Woul	d any of the following issues limit the abi	lity of the abatement	measure to achieve the noise	reduction g
	Topography	Yes	🛛 No	
	Safety	Yes	🛛 No	
	Drainage	Yes	× No	
	Utilities	Yes	🛛 No	
	Maintenance	Yes	🛛 No	
	Access	Yes	🛛 No	
		Yes	🛛 No	
	Exposed Height of Wall	L Yes		

#### **Reasonableness**

#1: Noise Reduction Design Goal	
Number of Benefited Receivers 1	Number of Benefited Receivers that achieve at least an 8 dBA reduction
Percentage of Benefited Receivers in the first two building the proposed noise abatement measure. NOTE: SCDOT Por first two building rows must achieve at least a 8 dBA reduct	blicy indicates that 80% of the benefited receivers in the 0 tion for it to be reasonable.
Does the proposed noise abatement measure meet the noise the second seco	reduction design goal? Yes No
#2: Cost Effectiveness	
Estimated cost per square foot for noise abatement measure	Estimated construction cost for noise abatement measure
Estimated cost per Benefited Receiver	
Based on the SCDOT policy of \$30,000 per Benefited Recein NOTE: SCDOT Policy states that the preliminary noise analysis is specific construction cost should be applied at a cost per square for	based on \$35.00 per square foot and a more project- Yes No
If "Yes" is marked, continue to #3. If "No" is	s marked, then abatement is determined NOT to be reasonable.
#3: Viewpoints of the property owners and resider Number of Benefited Receivers (same as above)	nts of the benefitted receivers
Number of Benefited Receivers in support of noise abatement measure	Percentage of Benefited Receivers in support of noise abatement measure
Number of Benefited Receivers opposed to noise abatement measure	Percentage of Benefited Receivers opposed to noise abatement measure
Number of Benefited Receivers that did not respond to solicitation on noise abatement measure	Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure
Based on the viewpoints of the property owners and residen abatement measure be reasonable? NOTE: SCDOT Policy constructed unless greater than 50% of the benefited receptor	indicates that the noise abatement shall be 🔲 Yes 🔲 No
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is not feasible	le or reasonable.

Date: Feb 7, 2018

	Abatement Measure Bar	rier 25 - Receivers	219 to 222	
<u>Feasibility</u>				
Number of Impacted Rec	eivers 4	Number of B	enefited Receivers	2
Percentage of Impacted R noise abatement measure	eceivers that would achieve	a 5 dBA reduction from	m the proposed	50
NOTE:SCDOT Policy ind achieve at least a 5 dBA re	ement measure acoustically icates that 75% of the impa eduction for it to be acoustic	cted receivers must ally feasible.	Yes	No No
Would any of the	following issues limit the a	bility of the abatement	measure to achieve	e the noise redu
	Topography Safety	Yes		
	Drainage	Yes	No No	
	Utilities	Yes	× No	
	Maintenance	Yes	X No	
	Access	🔀 Yes	No No	
	Exposed Height of Wall	Yes	× No	

# Reasonableness

#1. Noise Reduction Design Cool				
#1: Noise Reduction Design Goal				
Number of Benefited Receivers 2	Number of Benefited Receivers that achieve at least an 8 dBA reduction			
Percentage of Benefited Receivers in the first two building row the proposed noise abatement measure. NOTE: SCDOT Poli first two building rows must achieve at least a 8 dBA reduction	cy indicates that 80% of the benefited receivers in the 50 n for it to be reasonable.			
Does the proposed noise abatement measure meet the noise rec If "Ves" is marked, continue to #2. If "No" is r	fuction design goal? Yes No			
#2: Cost Effectiveness				
Estimated cost per square foot for noise abatement measure	Estimated construction cost for noise abatement measure			
Estimated cost per Benefited Receiver				
Based on the SCDOT policy of \$30,000 per Benefited Receive NOTE: SCDOT Policy states that the preliminary noise analysis is b specific construction cost should be applied at a cost per square foot h	ased on \$35.00 per square foot and a more project- Dasis during the detailed noise abatement evaluation.			
If "Yes" is marked, continue to #3. If "No" is r	narked, then abatement is determined NOT to be reasonable.			
#3: Viewpoints of the property owners and residents	s of the benefitted receivers			
Number of Benefited Receivers (same as above)				
Number of Benefited Receivers in support of noise abatement measure	Percentage of Benefited Receivers in support of noise abatement measure			
Number of Benefited Receivers opposed to noise abatement measure	Percentage of Benefited Receivers opposed to noise abatement measure			
Number of Benefited Receivers that did not respond to solicitation on noise abatement measure	Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure			
Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be Yes No constructed unless greater than 50% of the benefited receptors are opposed to noise abatement.				
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is not feasible	or reasonable.			

Date: Feb 7, 2018

	Abatement Measure Barrie	er 26 - Receiver 2	224	
<u>Feasibility</u>				
Number of Impacted Rec	ceivers 1	Number of E	enefited Receivers	1
Percentage of Impacted F noise abatement measure	Receivers that would achieve a	5 dBA reduction fro	om the proposed	100
NOTE:SCDOT Policy inc	tement measure acoustically fea dicates that 75% of the impacte reduction for it to be acousticall	d receivers must	🛛 Yes	🔲 No
Would any of the	e following issues limit the abi	·	_	the noise redu
Would any of the	Topography	Yes	No No	the noise redu
Would any of the	Topography Safety	·	_	the noise redu
Would any of the	Topography	Yes Yes	No No	the noise redu
Would any of the	Topography Safety Drainage	Yes Yes Yes	No No No	the noise redu
Would any of the	Topography Safety Drainage Utilities	Yes Yes Yes Yes	No No No No	the noise redu
Would any of the	Topography Safety Drainage Utilities Maintenance	Yes Yes Yes Yes Yes	No No No No No	the noise redu

#### **Reasonableness**

#1: Noise Reduction Design Goal				
Number of Benefited Receivers 1	Number of Benefited Receivers that achieve at least an 8 dBA reduction			
Percentage of Benefited Receivers in the first two building row the proposed noise abatement measure. NOTE: SCDOT Polic first two building rows must achieve at least a 8 dBA reduction	y indicates that 80% of the benefited receivers in the 100 for it to be reasonable.			
Does the proposed noise abatement measure meet the noise reduced of the second	uction design goal? X Yes No arked, then abatement is determined NOT to be reasonable.			
#2: Cost Effectiveness				
Estimated cost per square foot for noise abatement measure	Estimated construction cost for noise abatement measure			
Estimated cost per Benefited Receiver 33,285				
Based on the SCDOT policy of \$30,000 per Benefited Receiver NOTE: SCDOT Policy states that the preliminary noise analysis is bas specific construction cost should be applied at a cost per square foot ba	sed on \$35.00 per square foot and a more project- 🛄 Yes 🖾 No			
If "Yes" is marked, continue to #3. If "No" is m	arked, then abatement is determined NOT to be reasonable.			
#3: Viewpoints of the property owners and residents Number of Benefited Receivers (same as above)	of the benefitted receivers			
Number of Benefited Receivers in support of noise abatement measure	Percentage of Benefited Receivers in support of noise abatement measure			
Number of Benefited Receivers opposed to noise abatement measure	Percentage of Benefited Receivers opposed to noise abatement measure			
Number of Benefited Receivers that did not respond to solicitation on noise abatement measure	Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure			
Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be Yes No constructed unless greater than 50% of the benefited receptors are opposed to noise abatement.				
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is feasible, but t	not reasonable.			

Date: Feb 7, 2018

Highway Traffic Noise Abatement Measure	Barrier 27 - Receiver	225	
Feasibility			
Number of Impacted Receivers 1	Number of E	Benefited Receivers	1 _
Percentage of Impacted Receivers that would ac	hieve a 5 dBA reduction fro	om the proposed	100
noise abatement measure			
Is the proposed noise abatement measure acoustic	•	X Yes	🗆 No
NOTE:SCDOT Policy indicates that 75% of the i achieve at least a 5 dBA reduction for it to be aco	•		
Would any of the following issues limit	the ability of the abatemen	t measure to achieve	the noise redu
Topography	Yes	× No	
Safety	Yes	🛛 No	
Drainage	Yes	No No	
Utilities	Yes	× No	
	Yes	🛛 No	
Maintenance	X Yes	No No	
Access		× No	
	all 🗌 Yes		
Access	all 🔲 Yes		
Access		above, please exp	lain below.

## **Reasonableness**

#1: Noise Reduction Design Goal	
Number of Benefited Receivers 1	Number of Benefited Receivers that achieve at least an 8 dBA reduction
Percentage of Benefited Receivers in the first two building row the proposed noise abatement measure. NOTE: SCDOT Polic first two building rows must achieve at least a 8 dBA reduction	y indicates that 80% of the benefited receivers in the 100
Does the proposed noise abatement measure meet the noise redu If "Yes" is marked, continue to #2. If "No" is marked,	arked, then abatement is determined NOT to be reasonable.
#2: Cost Effectiveness	
Estimated cost per square foot for noise abatement measure	Estimated construction cost for noise abatement measure 30,135
Estimated cost per Benefited Receiver 30,135	
Based on the SCDOT policy of \$30,000 per Benefited Receiver NOTE: SCDOT Policy states that the preliminary noise analysis is bas specific construction cost should be applied at a cost per square foot ba	ed on \$35.00 per square foot and a more project- 🛄 Yes 🗵 No
If "Yes" is marked, continue to #3. If "No" is m	arked, then abatement is determined NOT to be reasonable.
#3: Viewpoints of the property owners and residents Number of Benefited Receivers (same as above)	of the benefitted receivers
Number of Benefited Receivers in support of noise abatement measure	Percentage of Benefited Receivers in support of noise abatement measure
Number of Benefited Receivers opposed to noise abatement measure	Percentage of Benefited Receivers opposed to noise abatement measure
Number of Benefited Receivers that did not respond to solicitation on noise abatement measure	Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure
Based on the viewpoints of the property owners and residents o abatement measure be reasonable? NOTE: SCDOT Policy ind constructed unless greater than 50% of the benefited receptors a	licates that the noise abatement shall be 🔲 Yes 🔲 No
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is feasible, but n	ot reasonable.

Date: Feb 7, 2018

	leasure Barrier	28 - Receivers	236 & 235	
Feasibility				
Number of Impacted Receivers 2		Number of E	enefited Receivers	s 0
Percentage of Impacted Receivers that noise abatement measure	would achieve a 5	dBA reduction fro	m the proposed	0
Is the proposed noise abatement measur NOTE:SCDOT Policy indicates that 75 achieve at least a 5 dBA reduction for it Would any of the following is:	% of the impacted to be acoustically	receivers must feasible.	Yes	No No
would any of the following is:	sues mini the ability	y of the abatement	incasure to active	ve the horse red
Topography		Yes Yes	X No	
Topography Safety		Yes Yes	× No × No	
Topography Safety Drainage				
Safety		Yes	× No	
Safety Drainage		Yes Yes	No No	
Safety Drainage Utilities	2	Yes Yes Yes	No No No	
Safety Drainage Utilities Maintenance		Yes Yes Yes Yes	No No No No	

## **Reasonableness**

#1: Noise Reduction Design Goal					
Number of Benefited Receivers 0	Number of Benefited Receivers that achieve at least an 8 dBA reduction				
Percentage of Benefited Receivers in the first two building row the proposed noise abatement measure. NOTE: SCDOT Poli- first two building rows must achieve at least a 8 dBA reduction Does the proposed noise abatement measure meet the noise red	cy indicates that 80% of the benefited receivers in the 0 n for it to be reasonable. duction design goal?				
If "Yes" is marked, continue to #2. If "No" is n	narked, then abatement is determined NOT to be reasonable.				
#2: Cost Effectiveness					
Estimated cost per square foot for noise abatement measure	Estimated construction cost for noise abatement measure				
Estimated cost per Benefited Receiver					
Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project- specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation.					
If "Yes" is marked, continue to #3. If "No" is n	narked, then abatement is determined NOT to be reasonable.				
#3: Viewpoints of the property owners and residents Number of Benefited Receivers (same as above) Number of Benefited Receivers in support of noise abatement measure	Percentage of Benefited Receivers				
Number of Benefited Receivers opposed to noise abatement measure	Percentage of Benefited Receivers opposed to noise abatement measure				
Number of Benefited Receivers that did not respond to solicitation on noise abatement measure	Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure				
abatement measure be reasonable? NOTE: SCDOT Policy in	Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be Yes No constructed unless greater than 50% of the benefited receptors are opposed to noise abatement.				
inal Determination for Noise Abatement Measure Based on the above results, this abatement feature is not feasible	or reasonable.				

Date: Feb 7, 2018

	Abatement Measure Bar	rier 29 - Receiver 2	239	
<u>Feasibility</u>				
Number of Impacted Re	ceivers I	Number of B	enefited Receivers	1
Percentage of Impacted noise abatement measur	Receivers that would achieve	a 5 dBA reduction fro	om the proposed	100
	tement measure acoustically dicates that 75% of the impac	ted receivers must	X Yes	🗆 No
achieve at least a 5 dBA	reduction for it to be acoustic	ally feasible.		
	ne following issues limit the a	bility of the abatement		e the noise red
	ne following issues limit the a Topography	bility of the abatement	× No	e the noise red
	ne following issues limit the a Topography Safety	bility of the abatement Yes Yes Yes	No No	e the noise red
	ne following issues limit the a Topography Safety Drainage	bility of the abatement Yes Yes Yes Yes	No No No	e the noise red
	ne following issues limit the a Topography Safety Drainage Utilities	bility of the abatement Yes Yes Yes	No No	e the noise red
	ne following issues limit the a Topography Safety Drainage	bility of the abatement Yes Yes Yes Yes Yes Yes Yes	No No No No	e the noise red
	ne following issues limit the a Topography Safety Drainage Utilities Maintenance	bility of the abatement Yes Yes Yes Yes Yes	No No No No No No	e the noise red

# Reasonableness

#1: Noise Reduction Design Goal					
Number of Benefited Receivers 1	Number of Benefited Receivers that achieve at least an 8 dBA reduction				
Percentage of Benefited Receivers in the first two building row the proposed noise abatement measure. NOTE: SCDOT Polic first two building rows must achieve at least a 8 dBA reduction Does the proposed noise abatement measure meet the noise red	by indicates that 80% of the benefited receivers in the 0 1 for it to be reasonable.				
If "Yes" is marked, continue to #2. If "No" is m	parked, then abatement is determined NOT to be reasonable.				
#2: Cost Effectiveness					
Estimated cost per square foot for noise abatement measure	Estimated construction cost for noise abatement measure				
Estimated cost per Benefited Receiver					
Based on the SCDOT policy of \$30,000 per Benefited Receiver NOTE: SCDOT Policy states that the preliminary noise analysis is ba specific construction cost should be applied at a cost per square foot ba	sed on \$35.00 per square foot and a more project- Yes No				
If "Yes" is marked, continue to #3. If "No" is m	narked, then abatement is determined NOT to be reasonable.				
#3: Viewpoints of the property owners and residents Number of Benefited Receivers (same as above)	of the benefitted receivers				
Number of Benefited Receivers in support of noise abatement measure	Percentage of Benefited Receivers in support of noise abatement measure				
Number of Benefited Receivers opposed to noise abatement measure	Percentage of Benefited Receivers opposed to noise abatement measure				
Number of Benefited Receivers that did not respond to solicitation on noise abatement measure	Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure				
Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be Yes No constructed unless greater than 50% of the benefited receptors are opposed to noise abatement.					
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is feasible, but r	not reasonable.				

Date: Feb 7, 2018

	rrier 30 - Receiver 2		
Feasibility			
Number of Impacted Receivers 1	Number of E	Benefited Receivers	1
Percentage of Impacted Receivers that would achiev noise abatement measure	e a 5 dBA reduction fro	om the proposed	100
Is the proposed noise abatement measure acoustically NOTE:SCDOT Policy indicates that 75% of the impa achieve at least a 5 dBA reduction for it to be acousti	acted receivers must	X Yes	🗆 No
Would any of the following issues limit the	ability of the abatemen	t measure to achieve	the noise reduct
Topography	Yes	No No	
Safety	Yes	No No	
Drainage	Yes	No No	
Utilities	Yes	X No	
Maintenance	Yes	× No	
Access	🛛 Yes	🔲 No	
Exposed Height of Wall	Yes	🛛 No	
If "Yes" was marked for a	ny of the questions	above, please exp	lain below.
	block existing access.		

## Reasonableness

#1: Noise Reduction Design Goal				
Number of Benefited Receivers 1	Number of Benefited Receivers that achieve at least an 8 dBA reduction			
Percentage of Benefited Receivers in the first two building row the proposed noise abatement measure. NOTE: SCDOT Poli first two building rows must achieve at least a 8 dBA reduction	cy indicates that 80% of the benefited receivers in the 100			
Does the proposed noise abatement measure meet the noise real If "Yes" is marked, continue to #2. If "No" is n	duction design goal? X Yes No			
#2: Cost Effectiveness				
Estimated cost per square foot for abatement measure	Estimated construction cost for noise abatement measure			
Estimated cost per Benefited Receiver 134,715				
Based on the SCDOT policy of \$30,000 per Benefited Receive NOTE: SCDOT Policy states that the preliminary noise analysis is b specific construction cost should be applied at a cost per square foot b	ased on \$35.00 per square foot and a more project- U Yes 🗵 No			
ij ies is marked, commute to #5. ij ivo is i	markea, then abatement is determined NOT to be reasonable.			
#3: Viewpoints of the property owners and residents	s of the benefitted receivers			
Number of Benefited Receivers (same as above)				
Number of Benefited Receivers in support of noise abatement measure	Percentage of Benefited Receivers in support of noise abatement measure			
Number of Benefited Receivers opposed to noise abatement measure	Percentage of Benefited Receivers opposed to noise abatement measure			
Number of Benefited Receivers that did not respond to solicitation on noise abatement measure	Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure			
Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be Yes No constructed unless greater than 50% of the benefited receptors are opposed to noise abatement.				
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is feasible, but	not reasonable.			

Date: Feb 7, 2018

	ise Abatement Measure	Barrier 31 - Receivers	252,263 & 290	
Feasibility				
Number of Impacted	Receivers 3	Number of B	enefited Receivers	3
Percentage of Impacte noise abatement meas		hieve a 5 dBA reduction from	m the proposed	100
NOTE:SCDOT Policy	abatement measure acoustic indicates that 75% of the i A reduction for it to be aco	mpacted receivers must	X Yes	🗆 No
Would any of	f the following issues limit	the ability of the abatement	_	e the noise reduction g
Would any of	Topography	Yes	× No	e the noise reduction g
Would any of	Topography Safety	Yes Yes	× No × No	e the noise reduction g
Would any of	Topography Safety Drainage	Yes Yes Yes	⊠ <sub>No</sub> ⊠ <sub>No</sub>	e the noise reduction g
Would any of	Topography Safety	Yes Yes Yes Yes	No No No No	e the noise reduction g
Would any of	Topography Safety Drainage	Yes Yes Yes Yes Yes	No No No No No	e the noise reduction g
Would any of	Topography Safety Drainage Utilities	Yes Yes Yes Yes	<ul> <li>No</li> <li>No</li> <li>No</li> <li>No</li> <li>No</li> <li>No</li> <li>No</li> <li>No</li> </ul>	e the noise reduction g
Would any of	Topography Safety Drainage Utilities Maintenance	Yes Yes Yes Yes Yes Yes	No No No No No	e the noise reduction g

# **Reasonableness**

#1: Noise Reduction Design Goal					
Number of Benefited Receivers 3	Number of Benefited Receivers that achieve at least an 8 dBA reduction				
Percentage of Benefited Receivers in the first two building row the proposed noise abatement measure. NOTE: SCDOT Polic first two building rows must achieve at least a 8 dBA reduction	by indicates that 80% of the benefited receivers in the 100 n for it to be reasonable.				
Does the proposed noise abatement measure meet the noise red If "Yes" is marked, continue to #2. If "No" is m	uction design goal? If Yes No narked, then abatement is determined NOT to be reasonable.				
#2: Cost Effectiveness					
Estimated cost per square foot for noise abatement measure	Estimated construction cost for noise abatement measure 715,435				
Estimated cost per Benefited Receiver 238,478					
Based on the SCDOT policy of \$30,000 per Benefited Receive NOTE: SCDOT Policy states that the preliminary noise analysis is ba specific construction cost should be applied at a cost per square foot b	used on \$35.00 per square foot and a more project- U Yes 🖄 No				
If "Yes" is marked, continue to #3. If "No" is n	narked, then abatement is determined NOT to be reasonable.				
#3: Viewpoints of the property owners and residents Number of Benefited Receivers (same as above)	of the benefitted receivers				
Number of Benefited Receivers in support of noise abatement measure	Percentage of Benefited Receivers in support of noise abatement measure				
Number of Benefited Receivers opposed to noise abatement measure	Percentage of Benefited Receivers opposed to noise abatement measure				
Number of Benefited Receivers that did not respond to solicitation on noise abatement measure	Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure				
Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be Yes No constructed unless greater than 50% of the benefited receptors are opposed to noise abatement.					
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is feasible, but	not reasonable.				

Date: Feb 7, 2018

	e Abatement Measure Ba	rrier 32 - Receiver 2	64	
Feasibility				
Number of Impacted R	eceivers I	Number of B	enefited Receivers	0
Percentage of Impacted noise abatement measu	Receivers that would achieve	e a 5 dBA reduction from	m the proposed	0
NOTE:SCDOT Policy i achieve at least a 5 dBA	atement measure acoustically ndicates that 75% of the impa reduction for it to be acoustic the following issues limit the	cted receivers must cally feasible.	Yes	No No
	Topography	Yes	× No	
	Safety	Yes	× No	
	Drainage	Yes	X No	
	Utilities	Yes	X No	
	Maintenance	Yes	× No	
	Access	X Yes	No No	
	Exposed Height of Wall	Yes	No No	
	Exposed rieight of wall			

## **Reasonableness**

#1: Noise Reduction Design Goal					
Number of Benefited Receivers 0	Number of Benefited Receivers that achieve at least an 8 dBA reduction				
the proposed noise abatement measure. NOTE: SCI first two building rows must achieve at least a 8 dBA					
Does the proposed noise abatement measure meet the If "Yes" is marked, continue to #2. If	"No" is marked, then abatement is determined NOT to be reasonable.				
#2: Cost Effectiveness					
Estimated cost per square foot for noise abatement measure	Estimated construction cost for noise abatement measure				
Estimated cost per Benefited Receiver					
NOTE: SCDOT Policy states that the preliminary noise an specific construction cost should be applied at a cost per sq	d Receiver, would the abatement measure be reasonable? Balysis is based on \$35.00 per square foot and a more project- uare foot basis during the detailed noise abatement evaluation.				
If "Yes" is marked, continue to #3. If	"No" is marked, then abatement is determined NOT to be reasonable.				
#3: Viewpoints of the property owners and r	esidents of the benefitted receivers				
Number of Benefited Receivers (same as above)					
Number of Benefited Receivers in support of noise abatement measure	Percentage of Benefited Receivers in support of noise abatement measure				
Number of Benefited Receivers opposed to noise abatement measure	Percentage of Benefited Receivers opposed to noise abatement measure				
Number of Benefited Receivers that did not respond to solicitation on noise abatement measure	Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure				
Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be Yes No constructed unless greater than 50% of the benefited receptors are opposed to noise abatement.					
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is not	feasible or reasonable.				

Date: Feb 7, 2018

	ic Noise Abatement Measure	Barrier 33 - Receive	r 265	
<u>Feasibility</u>				
Number of Impa	acted Receivers 1	Number of	Benefited Receiver	rs 1
Percentage of In noise abatement	npacted Receivers that would ach t measure	nieve a 5 dBA reduction :	from the proposed	100
NOTE:SCDOT I	noise abatement measure acoustic Policy indicates that 75% of the in a 5 dBA reduction for it to be aco	mpacted receivers must	🛛 Yes	🔲 No
	any of the following issues limit	the ability of the abateme		ve the noise redu
	Topography	the ability of the abateme	× No	ve the noise redu
	Topography Safety	the ability of the abateme Yes Yes	X No X No	ve the noise redu
	Topography Safety Drainage	the ability of the abateme Yes Yes Yes Yes	X No No No	ve the noise redu
	Topography Safety Drainage Utilities	the ability of the abateme Yes Yes Yes Yes Yes	X No No No No	ve the noise redu
	Topography Safety Drainage Utilities Maintenance	the ability of the abateme Yes Yes Yes Yes Yes Yes	X No No No No No	ve the noise redu
	Topography Safety Drainage Utilities	the ability of the abateme Yes Yes Yes Yes Yes Yes Yes Yes	X No No No No	ve the noise redu

## **Reasonableness**

#1: Noise Reduction Design Goal				
Number of Benefited Receivers 1	Number of Benefited Receivers that achieve at least an 8 dBA reduction			
Percentage of Benefited Receivers in the first two building r the proposed noise abatement measure. NOTE: SCDOT Po first two building rows must achieve at least a 8 dBA reduct	plicy indicates that 80% of the benefited receivers in the 0			
Does the proposed noise abatement measure meet the noise r If "Yes" is marked, continue to #2. If "No" is	reduction design goal? Yes No			
#2: Cost Effectiveness				
Estimated cost per square foot for noise abatement measure	Estimated construction cost for noise abatement measure			
Estimated cost per Benefited Receiver				
Based on the SCDOT policy of \$30,000 per Benefited Recein NOTE: SCDOT Policy states that the preliminary noise analysis is specific construction cost should be applied at a cost per square foo	based on \$35.00 per square foot and a more project- 🛄 Yes 🛄 No			
If "Yes" is marked, continue to #3. If "No" is	s marked, then abatement is determined NOT to be reasonable.			
#3: Viewpoints of the property owners and residen Number of Benefited Receivers (same as above)	nts of the benefitted receivers			
Number of Benefited Receivers in support of noise abatement measure	Percentage of Benefited Receivers in support of noise abatement measure			
Number of Benefited Receivers opposed to noise abatement measure	Percentage of Benefited Receivers opposed to noise abatement measure			
Number of Benefited Receivers that did not respond to solicitation on noise abatement measure	Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure			
Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be Yes No constructed unless greater than 50% of the benefited receptors are opposed to noise abatement.				
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is feasible, bu	ut not reasonable.			

Date: Feb 7, 2018

Highway Traffic Noise Abatement Measure	Barrier 34 - Receiver	268 (5 units)	
Feasibility			
Number of Impacted Receivers 5	Number of I	Benefited Receivers	5
Percentage of Impacted Receivers that would noise abatement measure	achieve a 5 dBA reduction fr	om the proposed	100
s the proposed noise abatement measure acount NOTE:SCDOT Policy indicates that 75% of the achieve at least a 5 dBA reduction for it to be a	e impacted receivers must acoustically feasible.	🔀 Yes	🗆 No
Would any of the following issues lin	it the ability of the abatemen	t measure to achieve	e the noise redu
Topography Safety	Yes Yes		
Drainage			
Utilities	Yes		
Maintenance	Ves		
Access	∠ res ⊠ Yes		
Exposed Height of			

#### **Reasonableness**

#1: Noise Reduction Design Goal				
Number of Benefited Receivers 5	Number of Benefited Receivers that achieve at least an 8 dBA reduction			
Percentage of Benefited Receivers in the first two building row the proposed noise abatement measure. NOTE: SCDOT Polic first two building rows must achieve at least a 8 dBA reduction	cy indicates that 80% of the benefited receivers in the 0			
Does the proposed noise abatement measure meet the noise red If "Yes" is marked, continue to #2. If "No" is n	luction design goal? Yes No			
#2: Cost Effectiveness				
Estimated cost per square foot for noise abatement measure	Estimated construction cost for noise abatement measure			
Estimated cost per Benefited Receiver				
Based on the SCDOT policy of \$30,000 per Benefited Receive NOTE: SCDOT Policy states that the preliminary noise analysis is ba specific construction cost should be applied at a cost per square foot b	used on \$35.00 per square foot and a more project- 🛄 Yes 🛄 No			
If "Yes" is marked, continue to #3. If "No" is n	narked, then abatement is determined NOT to be reasonable.			
#3: Viewpoints of the property owners and residents	of the benefitted receivers			
Number of Benefited Receivers (same as above)				
Number of Benefited Receivers in support of noise abatement measure	Percentage of Benefited Receivers in support of noise abatement measure			
Number of Benefited Receivers opposed to noise abatement measure	Percentage of Benefited Receivers opposed to noise abatement measure			
Number of Benefited Receivers that did not respond to solicitation on noise abatement measure	Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure			
Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be Yes No constructed unless greater than 50% of the benefited receptors are opposed to noise abatement.				
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is feasible, but	not reasonable.			

Date: Feb 8, 2018

Highway Traffic Noise Abatement Measu	Barrier 35 - Receiver	289 (4 units)	
<u>Feasibility</u>			
Number of Impacted Receivers 4	Number of F	Benefited Receivers	4
Percentage of Impacted Receivers that wou noise abatement measure	ld achieve a 5 dBA reduction fr	om the proposed	100
Is the proposed noise abatement measure ac NOTE:SCDOT Policy indicates that 75% of achieve at least a 5 dBA reduction for it to b	f the impacted receivers must	🛛 Yes	🗆 No
Would any of the following issues	limit the ability of the abatemer	it measure to achieve	the noise redu
Topography	Yes	X No	
Safety	Yes	🛛 No	
Drainage	Yes	X No	
Utilities	Yes	🛛 No	
Maintenance	Yes	🛛 No	
Access	🔀 Yes	No No	
Exposed Height	of Wall 🔲 Yes	× No	
If "Yes" was mark	ed for any of the questions	above, please exp	lain below.
	it would block existing access.		

## Reasonableness

#1: Noise Reduction Design Goal	
Number of Benefited Receivers 4	Number of Benefited Receivers that achieve at least an 8 dBA reduction
Percentage of Benefited Receivers in the first two building rows the proposed noise abatement measure. NOTE: SCDOT Policy first two building rows must achieve at least a 8 dBA reduction Does the proposed noise abatement measure meet the noise redu If "Yes" is marked, continue to #2. If "No" is marked,	y indicates that 80% of the benefited receivers in the 0 for it to be reasonable.
#2: Cost Effectiveness	
Estimated cost per square foot for noise abatement measure	Estimated construction cost for noise abatement measure
Estimated cost per Benefited Receiver	
Based on the SCDOT policy of \$30,000 per Benefited Receiver NOTE: SCDOT Policy states that the preliminary noise analysis is bas specific construction cost should be applied at a cost per square foot ba	sed on \$35.00 per square foot and a more project- L Yes No sis during the detailed noise abatement evaluation.
	arked, then abatement is determined NOT to be reasonable.
#3: Viewpoints of the property owners and residents	of the benefitted receivers
Number of Benefited Receivers (same as above)	
Number of Benefited Receivers in support of noise abatement measure	Percentage of Benefited Receivers in support of noise abatement measure
Number of Benefited Receivers opposed to noise abatement measure	Percentage of Benefited Receivers opposed to noise abatement measure
Number of Benefited Receivers that did not respond to solicitation on noise abatement measure	Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure
Based on the viewpoints of the property owners and residents o abatement measure be reasonable? NOTE: SCDOT Policy ind constructed unless greater than 50% of the benefited receptors a	licates that the noise abatement shall be 🔲 Yes 🔲 No
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is feasible, but n	not reasonable.
	····································

Date: Feb 8, 2018

		er 36 - Receiver	291	
<u>Feasibility</u>				
<u>r casionity</u>				_
Number of Impa	acted Receivers 1	Number of H	Benefited Receivers	1
		5 1D A 1		
Percentage of Ir noise abatement	npacted Receivers that would achieve a t measure	5 dBA reduction fro	om the proposed	100
NOTE:SCDOT	noise abatement measure acoustically fea Policy indicates that 75% of the impacted	d receivers must	🛛 Yes	🔲 No
	a 5 dBA reduction for it to be acousticall			
	any of the following issues limit the abil	ity of the abatemen		e the noise redu
	any of the following issues limit the abil Topography	ity of the abatemen	No No	e the noise redu
	any of the following issues limit the abil Topography Safety	ity of the abatemen	No No	e the noise redu
	any of the following issues limit the abil Topography Safety Drainage	ity of the abatemen Yes Yes Yes Yes	No No No	e the noise redu
	any of the following issues limit the abil Topography Safety Drainage Utilities	ity of the abatemen Yes Yes Yes Yes Yes Yes	No No No No	e the noise redu
	any of the following issues limit the abil Topography Safety Drainage Utilities Maintenance	ity of the abatemen Yes Yes Yes Yes Yes Yes Yes	X No No No No No No	e the noise redu
	any of the following issues limit the abil Topography Safety Drainage Utilities	ity of the abatemen Yes Yes Yes Yes Yes Yes	No No No No	e the noise redu

#### Reasonableness

#1: Noise Reduction Design Goal					
Number of Benefited Receivers 1	Number of Benefited Receivers that achieve at least an 8 dBA reduction				
Percentage of Benefited Receivers in the first two building row the proposed noise abatement measure. NOTE: SCDOT Policy first two building rows must achieve at least a 8 dBA reduction	y indicates that 80% of the benefited receivers in the 100 for it to be reasonable.				
Does the proposed noise abatement measure meet the noise redu If "Yes" is marked, continue to #2. If "No" is ma	action design goal? Yes No arked, then abatement is determined NOT to be reasonable.				
#2: Cost Effectiveness					
Estimated cost per square foot for noise abatement measure	Estimated construction cost for noise abatement measure				
Estimated cost per Benefited Receiver 35,140					
Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project- specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation.					
If "Yes" is marked, continue to #3. If "No" is m	arked, then abatement is determined NOT to be reasonable.				
#3: Viewpoints of the property owners and residents of the benefitted receivers					
Number of Benefited Receivers (same as above)					
Number of Benefited Receivers in support of noise abatement measure	Percentage of Benefited Receivers in support of noise abatement measure				
Number of Benefited Receivers opposed to noise abatement measure	Percentage of Benefited Receivers opposed to noise abatement measure				
Number of Benefited Receivers that did not respond to solicitation on noise abatement measure	Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure				
Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be Yes No constructed unless greater than 50% of the benefited receptors are opposed to noise abatement.					
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is feasible, but r	not reasonable.				

Date: Feb 8, 2018

	ffic Noise Abatement Measure Barrie	r 37 - Receiver	293
Feasibility			
	pacted Receivers 1	Number of I	Benefited Receivers 0
Percentage of noise abateme	Impacted Receivers that would achieve a the structure that would achieve a the structure at the structure that would achieve a the structure that would achieve ac	5 dBA reduction fro	om the proposed 0
NOTE:SCDOT achieve at least	noise abatement measure acoustically fea Policy indicates that 75% of the impacted a 5 dBA reduction for it to be acoustically any of the following issues limit the abil	d receivers must y feasible.	🗆 Yes 🖾 No
would	Topography	Yes	No
		Yes	× No
	Safety	L Yes	INO INO
	Safety Drainage	Yes Yes	X No
	-		
	Drainage	Yes	No
	Drainage Utilities	Yes Yes	⊠ No ⊠ No

# Reasonableness

#1: Noise Reduction Design Goal	
Number of Benefited Receivers 0	Number of Benefited Receivers that achieve at least an 8 dBA reduction
	ng rows that would achieve at least a 8 dBA reduction from Policy indicates that 80% of the benefited receivers in the 0 suction for it to be reasonable.
Does the proposed noise abatement measure meet the nois If "Yes" is marked, continue to #2. If "No	se reduction design goal? Yes No
#2: Cost Effectiveness	
Estimated cost per square foot for noise abatement measure	Estimated construction cost for noise abatement measure
Estimated cost per Benefited Receiver	
Based on the SCDOT policy of \$30,000 per Benefited Re NOTE: SCDOT Policy states that the preliminary noise analysi specific construction cost should be applied at a cost per square	is is based on \$35.00 per square foot and a more project- 🛄 Yes 🛄 No
If "Yes" is marked, continue to #3. If "No	" is marked, then abatement is determined NOT to be reasonable.
#3: Viewpoints of the property owners and resid	dents of the benefitted receivers
Number of Benefited Receivers (same as above)	
Number of Benefited Receivers in support of noise abatement measure	Percentage of Benefited Receivers in support of noise abatement measure
Number of Benefited Receivers opposed to noise abatement measure	Percentage of Benefited Receivers opposed to noise abatement measure
Number of Benefited Receivers that did not respond to solicitation on noise abatement measure	Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure
Based on the viewpoints of the property owners and resid abatement measure be reasonable? NOTE: SCDOT Poli constructed unless greater than 50% of the benefited rece	icy indicates that the noise abatement shall be 🔲 Yes 🔲 No
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is not feas	sible or reasonable.

Date: Feb 13, 2018

	fic Noise Abatement Measure Barrie	r 38 - Receiver	216	
Feasibility				
Number of Im	pacted Receivers 1	Number of I	Benefited Receivers	0
Percentage of noise abatement	Impacted Receivers that would achieve a ant measure	5 dBA reduction fr	om the proposed	0
NOTE:SCDOT	noise abatement measure acoustically fea Policy indicates that 75% of the impacted a 5 dBA reduction for it to be acoustically	d receivers must	Yes	🛛 No
Would	I any of the following issues limit the abil			the noise red
Would	l any of the following issues limit the abil Topography Safety	ity of the abatement Yes Yes Yes	it measure to achieve	the noise red
Would	Topography	Yes	× No	the noise red
Would	Topography Safety	Yes Yes	X No	the noise red
Would	Topography Safety Drainage	Yes Yes Yes	X No X No X No	the noise red
Would	Topography Safety Drainage Utilities	Yes Yes Yes Yes	No No No No	the noise red

## **Reasonableness**

#1: Noise Reduction Design Goal					
Number of Benefited Receivers 0	Number of Benefited Receivers that achieve at least an 8 dBA reduction				
Percentage of Benefited Receivers in the first two building row the proposed noise abatement measure. NOTE: SCDOT Poli- first two building rows must achieve at least a 8 dBA reductio	cy indicates that 80% of the benefited receivers in the 0 n for it to be reasonable.				
Does the proposed noise abatement measure meet the noise red If "Yes" is marked, continue to #2. If "No" is n	luction design goal?  Yes  No				
#2: Cost Effectiveness					
Estimated cost per square foot for noise abatement measure	Estimated construction cost for noise abatement measure				
Estimated cost per Benefited Receiver					
Based on the SCDOT policy of \$30,000 per Benefited Receive NOTE: SCDOT Policy states that the preliminary noise analysis is ba specific construction cost should be applied at a cost per square foot b	ased on \$35.00 per square foot and a more project- U Yes U No				
If "Yes" is marked, continue to #3. If "No" is n	narked, then abatement is determined NOT to be reasonable.				
#3: Viewpoints of the property owners and residents Number of Benefited Receivers (same as above)	s of the benefitted receivers				
Number of Benefited Receivers in support of noise abatement measure	Percentage of Benefited Receivers in support of noise abatement measure				
Number of Benefited Receivers opposed to noise abatement measure	Percentage of Benefited Receivers opposed to noise abatement measure				
Number of Benefited Receivers that did not respond to solicitation on noise abatement measure	Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure				
Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be Yes No constructed unless greater than 50% of the benefited receptors are opposed to noise abatement.					
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is not feasible of	or reasonable.				
Fille Mildle Band & Sold shell & Fann in Andrew Parket Andre					

Date: Feb 13, 2018

		r 39 - Receiver	226	
Feasibility				
Number of Im	pacted Receivers 1	Number of I	Benefited Receivers	1
Percentage of noise abateme	Impacted Receivers that would achieve a nt measure	5 dBA reduction fr	om the proposed	100
NOTE:SCDOT	noise abatement measure acoustically fea Policy indicates that 75% of the impacte a 5 dBA reduction for it to be acousticall	d receivers must	X Yes	🗆 No
Weul	l anu afaha fallansian inna limitaka ahil	:	4	
Would	any of the following issues limit the abil			the noise redu
Would	Topography	Yes	🛛 No	the noise redu
Would	Topography Safety			e the noise redu
Would	Topography	Yes Yes	No No	the noise redu
Would	Topography Safety Drainage	Yes Yes Yes	No No No	e the noise redu
Would	Topography Safety Drainage Utilities	Yes Yes Yes Yes	No No No No No	the noise redu

#### **Reasonableness**

#1: Noise Reduction Design Goal						
Number of Benefited Receivers 1	Number of Benefited Receivers that achieve at least an 8 dBA reduction					
Percentage of Benefited Receivers in the first two building rou the proposed noise abatement measure. NOTE: SCDOT Poli first two building rows must achieve at least a 8 dBA reductio	cy indicates that 80% of the benefited receivers in the 0 n for it to be reasonable.					
Does the proposed noise abatement measure meet the noise red If "Yes" is marked, continue to #2. If "No" is n	duction design goal?  Yes  No					
#2: Cost Effectiveness						
Estimated cost per square foot for noise abatement measure	Estimated construction cost for noise abatement measure					
Estimated cost per Benefited Receiver						
NOTE: SCDOT Policy states that the preliminary noise analysis is b	Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project- specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation.					
If "Yes" is marked continue to $\blacksquare 3$ . If "No" is a	narked, then abatement is determined NOT to be reasonable.					
#3: Viewpoints of the property owners and residents Number of Benefited Receivers (same as above)	s of the benefitted receivers					
Number of Benefited Receivers in support of noise abatement measure	Percentage of Benefited Receivers in support of noise abatement measure					
Number of Benefited Receivers opposed to noise abatement measure	Percentage of Benefited Receivers opposed to noise abatement measure					
Number of Benefited Receivers that did not respond to solicitation on noise abatement measure	Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure					
Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be Yes No constructed unless greater than 50% of the benefited receptors are opposed to noise abatement.						
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is feasible but	not reasonable.					

Date: Feb 13, 2018

	fic Noise Abatement Measure Barr	ier 40 - Receiver	240	
<u>Feasibility</u>				
Number of Imp	pacted Receivers 1	Number of I	Benefited Receivers	0
Percentage of I	mpacted Receivers that would achieve and measure	a 5 dBA reduction fr	om the proposed	0
	Policy indicates that 75% of the impact		Yes	🛛 No
achieve at least	a 5 dBA reduction for it to be acoustica	lly feasible.		
achieve at least		lly feasible.		
achieve at least	a 5 dBA reduction for it to be acoustica any of the following issues limit the ab	Ily feasible. ility of the abatemen	t measure to achieve	
achieve at least	a 5 dBA reduction for it to be acoustica any of the following issues limit the ab Topography	Ily feasible. ility of the abatemen Yes	it measure to achieve	
achieve at least	a 5 dBA reduction for it to be acoustica any of the following issues limit the ab Topography Safety	Ily feasible. ility of the abatemen Ves Yes	nt measure to achieve No No	
achieve at least	a 5 dBA reduction for it to be acoustica any of the following issues limit the ab Topography Safety Drainage	Ily feasible. ility of the abatemen Yes Yes Yes Yes	nt measure to achieve No No No No	
achieve at least	a 5 dBA reduction for it to be acoustica any of the following issues limit the ab Topography Safety Drainage Utilities	Ily feasible. ility of the abatemen Yes Yes Yes Yes Yes	nt measure to achieve No No No No No	

## Reasonableness

#1: Noise Reduction Design Goal	
Number of Benefited Receivers 0	Number of Benefited Receivers that achieve at least an 8 dBA reduction
Percentage of Benefited Receivers in the first two building rows the proposed noise abatement measure. NOTE: SCDOT Policy first two building rows must achieve at least a 8 dBA reduction to Does the proposed noise abatement measure meet the noise reduc <i>If "Yes" is marked, continue to #2. If "No" is ma</i>	indicates that 80% of the benefited receivers in the 0 for it to be reasonable.
#2: Cost Effectiveness	
Estimated cost per square foot for noise abatement measure	Estimated construction cost for noise abatement measure
Estimated cost per Benefited Receiver	
Based on the SCDOT policy of \$30,000 per Benefited Receiver, NOTE: SCDOT Policy states that the preliminary noise analysis is base specific construction cost should be applied at a cost per square foot bas	ed on \$35.00 per square foot and a more project- U Yes U No is during the detailed noise abatement evaluation.
IJ TES IS MARKEA, CONTINUE TO #5. IJ NO IS MA	rked, then abatement is determined NOT to be reasonable.
#3: Viewpoints of the property owners and residents of	of the benefitted receivers
Number of Benefited Receivers (same as above)	
Number of Benefited Receivers in support of noise abatement measure	Percentage of Benefited Receivers in support of noise abatement measure
Number of Benefited Receivers opposed to noise abatement measure	Percentage of Benefited Receivers opposed to noise abatement measure
Number of Benefited Receivers that did not respond to solicitation on noise abatement measure	Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure
Based on the viewpoints of the property owners and residents of abatement measure be reasonable? NOTE: SCDOT Policy indiconstructed unless greater than 50% of the benefited receptors and	cates that the noise abatement shall be 🔲 Yes 🗌 No
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is not feasible or	reasonable.

#### SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 13, 2018

	ise Abatement Measure	Barrier 41 - Receiv	ver 292	
Feasibility				
Number of Impacted	Receivers 1	Number	of Benefited Receivers	s 0
Percentage of Impac noise abatement mea	ed Receivers that would a sure	chieve a 5 dBA reductio	n from the proposed	0
NOTE:SCDOT Polic achieve at least a 5 dl	abatement measure acoust y indicates that 75% of the BA reduction for it to be ac of the following issues lim	e impacted receivers mus coustically feasible.		No No
ti oule ully (	Topography	Yes	× No	
	Safety	Yes	× No	
	Drainage	Yes	🛛 No	
	Utilities	Yes	🛛 No	
	Maintenance	Yes	× No	
	Access	X Yes	No No	
		Vall 🗌 Yes	× No	
	Exposed Height of V			

#### Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal	
Number of Benefited Receivers 0	Number of Benefited Receivers that achieve at least an 8 dBA reduction
Percentage of Benefited Receivers in the first two building rows the proposed noise abatement measure. NOTE: SCDOT Policy first two building rows must achieve at least a 8 dBA reduction f Does the proposed noise abatement measure meet the noise reduc If "Yes" is marked, continue to #2. If "No" is marked,	indicates that 80% of the benefited receivers in the 0 for it to be reasonable.
#2: Cost Effectiveness	
Estimated cost per square foot for noise abatement measure	Estimated construction cost for noise abatement measure
Estimated cost per Benefited Receiver	
Based on the SCDOT policy of \$30,000 per Benefited Receiver, NOTE: SCDOT Policy states that the preliminary noise analysis is base specific construction cost should be applied at a cost per square foot bas	d on \$35.00 per square foot and a more project- U Yes U No
If "Yes" is marked, continue to #3. If "No" is ma	rked, then abatement is determined NOT to be reasonable.
#3: Viewpoints of the property owners and residents of Number of Benefited Receivers (same as above)	of the benefitted receivers
Number of Benefited Receivers in support of noise abatement measure	Percentage of Benefited Receivers in support of noise abatement measure
Number of Benefited Receivers opposed to noise abatement measure	Percentage of Benefited Receivers opposed to noise abatement measure
Number of Benefited Receivers that did not respond to solicitation on noise abatement measure	Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure
Based on the viewpoints of the property owners and residents of abatement measure be reasonable? NOTE: SCDOT Policy indic constructed unless greater than 50% of the benefited receptors ar	cates that the noise abatement shall be 🔲 Yes 🔲 No
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is not feasible or	reasonable.

#### SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 13, 2018

	oise Abatement Measure Barrie	er 42 - Receiver	296	
<u>Feasibility</u>				
Number of Impacted	d Receivers 1	Number of I	Benefited Receivers	0
Percentage of Impac noise abatement me	cted Receivers that would achieve a asure	5 dBA reduction fr	om the proposed	0
NOTE:SCDOT Polic	e abatement measure acoustically fea cy indicates that 75% of the impacte BA reduction for it to be acousticall	d receivers must	Yes	🛛 No
Would any	of the following issues limit the abil	ity of the abatemen	t measure to achieve	e the noise reduc
Would any	of the following issues limit the abil	-		e the noise reduc
Would any	Topography	ity of the abatemen Yes Yes Yes	t measure to achieve No No	e the noise reduc
Would any	-	Yes	× No	e the noise reduc
Would any	Topography Safety	Yes Yes	No No	e the noise reduc
Would any	Topography Safety Drainage	Yes Yes Yes	No No No	e the noise reduc
Would any	Topography Safety Drainage Utilities	<ul> <li>Yes</li> <li>Yes</li> <li>Yes</li> <li>Yes</li> </ul>	No No No No	e the noise reduc

#### **Reasonableness**

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal	
Number of Benefited Receivers	Number of Benefited Receivers that achieve at least an 8 dBA reduction
Percentage of Benefited Receivers in the first two building row the proposed noise abatement measure. NOTE: SCDOT Polic first two building rows must achieve at least a 8 dBA reduction Does the proposed noise abatement measure meet the noise redu- If "Yes" is marked, continue to #2. If "No" is m	y indicates that 80% of the benefited receivers in the 0 for it to be reasonable.
#2: Cost Effectiveness	
Estimated cost per square foot for noise abatement measure	Estimated construction cost for noise abatement measure
Estimated cost per Benefited Receiver	
Based on the SCDOT policy of \$30,000 per Benefited Receiver NOTE: SCDOT Policy states that the preliminary noise analysis is bas specific construction cost should be applied at a cost per square foot based	sed on \$35.00 per square foot and a more project- 🛄 Yes 🛄 No
If "Yes" is marked, continue to #3. If "No" is m	parked, then abatement is determined NOT to be reasonable.
#3: Viewpoints of the property owners and residents Number of Benefited Receivers (same as above)	of the benefitted receivers
Number of Benefited Receivers in support of noise abatement measure	Percentage of Benefited Receivers in support of noise abatement measure
Number of Benefited Receivers opposed to noise abatement measure	Percentage of Benefited Receivers opposed to noise abatement measure
Number of Benefited Receivers that did not respond to solicitation on noise abatement measure	Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure
Based on the viewpoints of the property owners and residents of abatement measure be reasonable? NOTE: SCDOT Policy ind constructed unless greater than 50% of the benefited receptors	dicates that the noise abatement shall be 🔲 Yes 🔲 No
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is not feasible o	or reasonable.

#### SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 13, 2018

Project Name Clements Ferry	Phase 2: From Jack	Primus Road to	SC 41	
Highway Traffic Noise Abatemer	nt Measure Barrier 4	3 - Receiver 29	8	
<u>Feasibility</u>				
Number of Impacted Receivers		Number of Ber	nefited Receivers	0
Percentage of Impacted Receivers noise abatement measure	that would achieve a 5 dI	BA reduction from	the proposed	0
Is the proposed noise abatement me NOTE:SCDOT Policy indicates the achieve at least a 5 dBA reduction t	t 75% of the impacted re	ceivers must	🛛 Yes	🛛 No
Would any of the following	g issues limit the ability	of the abatement n	neasure to achieve	the noise reduction goal?
Topogra	phy	Yes	× No	
Safety		Yes	🛛 No	
Drainag	2	Yes	X No	
Utilities		Yes	🛛 No	
Mainten	ance	Yes	× No	
Access		🛛 Yes	No No	
	Height of Wall	Yes	🛛 No	
	is marked for any of	r odeb sko-serialiste i 19 Maria a dable kildekeri 19 Maria	oove, please exp	lain below.
The length of the barrier could not be extended	because it would block e	xisting access.		

#### Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal	
Number of Benefited Receivers 0	Number of Benefited Receivers that achieve at least an 8 dBA reduction
Percentage of Benefited Receivers in the first two building ro the proposed noise abatement measure. NOTE: SCDOT Poli first two building rows must achieve at least a 8 dBA reduction Does the proposed noise abatement measure meet the noise rea If "Yes" is marked, continue to #2. If "No" is the	icy indicates that 80% of the benefited receivers in the 0 on for it to be reasonable.
#2: Cost Effectiveness	
Estimated cost per square foot for noise abatement measure	Estimated construction cost for noise abatement measure
Estimated cost per Benefited Receiver	
Based on the SCDOT policy of \$30,000 per Benefited Receive NOTE: SCDOT Policy states that the preliminary noise analysis is b specific construction cost should be applied at a cost per square foot	ased on \$35.00 per square foot and a more project- U Yes U No
If "Yes" is marked, continue to #3. If "No" is	marked, then abatement is determined NOT to be reasonable.
#3: Viewpoints of the property owners and residents	s of the benefitted receivers
Number of Benefited Receivers (same as above)	
Number of Benefited Receivers in support of noise abatement measure	Percentage of Benefited Receivers in support of noise abatement measure
Number of Benefited Receivers opposed to noise abatement measure	Percentage of Benefited Receivers opposed to noise abatement measure
Number of Benefited Receivers that did not respond to solicitation on noise abatement measure	Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure
Based on the viewpoints of the property owners and residents abatement measure be reasonable? NOTE: SCDOT Policy in constructed unless greater than 50% of the benefited receptors	ndicates that the noise abatement shall be 🛛 Yes 🔲 No
Final Determination for Noise Abatement Measure Based on the above results, this abatement feature is not feasible	or reasonable.

Samech 2018 TIMM 2.5 TIMM 2.5 TIMM 2.5         Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWa a State highway agency substantiates the use of a different type with the approval a State highway agency substantiates the use of a different type with the approval a State highway agency substantiates the use of a different type with the approval a State highway agency substantiates the use of a different type with the approval a State highway agency substantiates the use of a different type with the approval a State highway agency substantiates the use of a different type with the approval a State above a Sta	INPUT: ROADWAYS			1				Clemel	Clements Ferry Phase 2 Widening	se 2 Wideni	Buj	
TENDOMAYS         Construction         Construction <th>Three Oaks Engineering H. Robbins</th> <th></th> <th></th> <th></th> <th></th> <th>22 March 2018 TNM 2.5</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th>	Three Oaks Engineering H. Robbins					22 March 2018 TNM 2.5						
ay         Contribute         No.         Contribute         Flow Contriol         Segment           Inter         No.         Contribute         Y         Z         Control         Segment           Inter         Inter         No.         Contribute         Flow Control         Segment           Inter         Inter         Inter         Inter         No.         Control Speed         Points         Segment           Inter         Inter         Inter         Inter         Inter         No.         Antersite         Segment           Inter         Inter         Inter         Inter         Inter         No.         Segment         Segment           Inter         Inter         Inter         Inter         Inter         Inter         No.         Segment           Inter         Inter         Inter <t< th=""><th>INPUT: ROADWAYS PROJECT/CONTRACT: RUN:</th><th>Clements Build 204</th><th>. Ferry Phase</th><th>e 2 Wide</th><th>ning</th><th></th><th></th><th>Average   a State hi of a differ</th><th>pavement typ ighway agenc rent type with</th><th>e shall be u sy substanti the approv</th><th>ised unless ates the us al of FHW/</th><th></th></t<>	INPUT: ROADWAYS PROJECT/CONTRACT: RUN:	Clements Build 204	. Ferry Phase	e 2 Wide	ning			Average   a State hi of a differ	pavement typ ighway agenc rent type with	e shall be u sy substanti the approv	ised unless ates the us al of FHW/	
Width         Name         No.         Conditates (avvenent)         Flow Control         Segment           No.         X         X         Z         Control         Specin         Partic         Segment           No.         No.         No.         Control         Specin         Partic         P	Roadway		Points									
$\Lambda$ $\chi$ <th>Name</th> <th>Width</th> <th></th> <th></th> <th>Coordinates (</th> <th>pavement)</th> <th></th> <th>Flow Con</th> <th>itrol</th> <th></th> <th>Segment</th> <th></th>	Name	Width			Coordinates (	pavement)		Flow Con	itrol		Segment	
It								Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
12.0         point833         833         2.341,714.0         395,366         30.00           point834         834         2.341,713.8         395,546.7         30.00           point835         835         2.341,974.5         395,546.7         30.00           point836         835         2.341,974.5         395,546.7         30.00           point837         837         2.341,974.5         395,546.7         30.00           point837         837         2.341,974.5         395,546.7         30.00           point837         837         2.341,974.5         395,546.7         30.00           point838         838         2.341,974.5         395,546.7         30.00           point841         841         2.342,372.8         395,946.1         30.00           point841         841         2.342,679.0         396,006.2         27.00           point841         842         2.342,679.0         396,006.2         27.00           point843         843         2.343,510.0         396,006.2         27.00           point841         844         2.342,679.0         396,006.2         27.00           point846         848         2.343,510.1         396,306.1         27.00		æ							hdm	%		
point834         634         2,341,474.0         395,366         30.00         >           point835         835         2,341,875.0         355,480.3         30.00         >         >           point836         836         2,341,875.0         355,480.3         30.00         >         >           point837         838         2,341,974.5         395,540.1         30.00         >         >           point831         838         2,341,974.5         395,661.0         30.00         >         >         >           point831         839         2,342,091.5         395,661.0         30.00         >         >         >         >           point841         841         2,342,691.3         30.00         >	EB Inside Lane	12.0	Do <u>i</u>	833	2,340,734.2	394,933.3	30.0				Average	
B35         2,341,713.6         395,480.3         30.00           B36         2,341,974.5         395,546.7         30.00           B37         2,341,974.5         395,546.7         30.00           B38         2,341,974.5         395,561.4         30.00           B39         2,341,974.5         395,691.0         30.00           B41         2,342,091.5         395,641.4         30.00           B41         2,342,679.0         305,045.2         290           B41         2,342,679.0         396,066.2         27,00           B42         2,342,679.0         396,066.2         27,00           B43         2,342,679.0         396,066.2         27,00           B44         2,342,679.0         396,066.2         27,00           B44         2,342,670.0         396,087.6         27,00           B45         2,343,415.0         396,397.9         27,00           B48         2,343,418.5         396,397.9         27,00           B48         2,343,418.5         396,397.9         27,00           B48         2,343,418.5         396,367.9         27,00           B48         2,343,418.5         396,367.9         27,00           B5			point834	834	2,341,474.0	395,358.6	30.0(				Average	
B36         2,341,825.0         395,546.7         30.00           B37         2,341,907.2         395,591.4         30.00           B38         2,341,907.2         395,591.4         30.00           B39         2,341,907.5         395,591.4         30.00           B40         2,342,091.5         395,546.1         30.00           B41         2,342,091.5         395,945.0         30.00           B41         2,342,576.8         395,945.2         29.00           B42         2,342,579.0         396,085.2         29.00           B43         2,342,879.0         396,087.6         27.00           B44         2,342,830.2         396,118.1         27.00           B45         2,343,156.0         396,087.6         27.00           B46         2,343,150.0         396,317.3         27.00           B47         2,343,150.0         396,317.3         27.00           B48         2,343,412.0         396,317.3         27.00           B48         2,343,412.0         396,317.3         27.00           B48         2,343,412.0         396,317.3         27.00           B49         2,343,412.0         396,317.3         27.00		-	point835	835	2,341,713.8	395,489.3	30.06				Average	
837         2,341,907.2         395,591.4         30.00           838         2,341,974.5         395,628.1         30.00           839         2,342,091.5         395,691.0         30.00           840         2,342,217.8         395,591.4         30.00           841         2,342,217.8         395,541.4         30.00           841         2,342,517.8         395,541.4         30.00           841         2,342,517.8         395,945.2         29.00           841         2,342,568.8         395,945.2         29.00           841         2,342,568.8         395,945.2         29.00           843         2,342,690.2         396,118.1         27.00           844         2,343,617.0         396,066.2         27.00           845         2,343,412.0         396,397.9         27.00           846         2,343,412.0         396,397.9         27.00           848         2,343,453.2         396,418.5         27.00           848         2,343,453.2         396,418.5         27.00           849         2,343,453.2         396,397.9         27.00           850         2,343,453.2         396,418.5         27.00			point836	836	2,341,825.0	395,546.7	30.0	0			Average	
838         2,341,974.5         395,628.1         30.00           839         2,342,091.5         395,691.0         30.00           840         2,342,071.8         395,569.0         30.00           841         2,342,372.8         395,5461.4         30.00           841         2,342,372.8         395,945.2         29.00           841         2,342,372.8         395,945.2         29.00           841         2,342,679.0         396,085.2         27.00           843         2,342,890.2         396,118.1         27.00           844         2,343,017.0         396,185.7         27.00           845         2,343,017.0         396,185.7         27.00           846         2,343,017.0         396,185.7         27.00           848         2,343,412.0         396,397.9         27.00           848         2,343,412.0         396,397.9         27.00           848         2,343,412.0         396,397.9         27.00           848         2,343,413.0         396,347.0         27.00           848         2,343,413.0         396,347.0         27.00           848         2,343,413.0         396,457.0         27.00 <td< td=""><td></td><td></td><td>point837</td><td>837</td><td>2,341,907.2</td><td>395,591.4</td><td>30.0</td><td>0</td><td></td><td></td><td>Average</td><td></td></td<>			point837	837	2,341,907.2	395,591.4	30.0	0			Average	
839         2,342,091.5         395,691.0         30.00         840         2,342,217.8         395,759.0         30.00         841         2,342,372.8         395,841.4         30.00         841         2,342,372.8         395,841.4         30.00         841         2,342,372.8         395,841.4         30.00         841         2,342,568.8         395,945.2         29.00         843         2,342,679.0         396,087.6         27.00         843         2,342,832.0         396,087.6         27.00         844         2,343,017.0         396,087.6         27.00         844         2,343,017.0         396,185.7         27.00         845         2,343,156.0         396,397.9         27.00         846         2,343,412.0         396,397.9         27.00         847         2,343,412.0         396,397.9         27.00         846         2,343,412.0         396,397.9         27.00         847         2,343,412.0         396,397.9         27.00         847         2,343,453.2         396,418.5         27.00         863         2,343,521.2         396,418.5         27.00         863         863         864,418.5         27.00         863         863         864,418.5         27.00         863         863         864,87.0         864,87.0         864,87.0         864,87.0			point838	838	2,341,974.5	395,628.1	30.00	0			Average	
840         2,342,217.8         395,759.0         300           841         2,342,679.0         395,841.4         30.00           843         2,342,568.8         395,945.2         29.00           843         2,342,679.0         396,066.2         27.00           844         2,342,832.0         396,016.2         27.00           845         2,343,017.0         396,118.1         27.00           846         2,343,017.0         396,118.1         27.00           847         2,343,156.0         396,307.9         27.00           846         2,343,017.0         396,317.3         27.00           847         2,343,415.0         396,317.3         27.00           848         2,343,412.0         396,307.9         27.00           848         2,343,412.0         396,418.5         27.00           850         2,343,453.2         396,418.5         27.00           851         2,343,453.2         396,418.5         27.00           851         2,343,453.2         396,457.0         27.00           851         2,343,453.2         396,457.0         27.00           852         2,343,453.2         396,4507.2         27.00           8			point839	839	2,342,091.5	395,691.0	30.0(	0			Average	
B41         2,342,372.8         395,841.4         30.00         841         2,342,568.8         395,945.2         29.00           B43         2,342,679.0         396,006.2         27.00         96         27.00           B44         2,342,679.0         396,006.2         27.00         96         27.00           B44         2,342,679.0         396,016.1         27.00         96         27.00           B45         2,343,017.0         396,118.1         27.00         96         27.00           B46         2,343,017.0         396,185.7         27.00         96         27.00           B47         2,343,412.0         396,317.3         27.00         96         97         97           B48         2,343,453.2         396,418.5         27.00         96         97         97         97           B48         2,343,453.2         396,418.5         27.00         96         97         97         97           B50         2,343,453.2         396,418.5         27.00         96         96         96           B51         2,343,453.2         396,418.5         27.00         96         96         96           B51         2,343,453.2         396,418.5			point840	840	2,342,217.8	395,759.0	30.0	0			Average	
842         2,342,568.8         395,945.2         29.00           843         2,342,679.0         396,087.6         27.00           844         2,342,832.0         396,087.6         27.00           845         2,342,830.2         396,087.6         27.00           846         2,343,017.0         396,185.7         27.00           847         2,343,156.0         396,185.7         27.00           848         2,343,156.0         396,317.3         27.00           848         2,343,453.2         396,317.3         27.00           848         2,343,453.2         396,317.3         27.00           849         2,343,453.2         396,317.3         27.00           849         2,343,453.2         396,317.3         27.00           850         2,343,453.2         396,418.5         27.00           851         2,343,453.2         396,418.5         27.00           851         2,343,453.2         396,418.5         27.00           851         2,343,453.2         396,457.0         27.00           851         2,343,453.2         396,418.5         27.00           853         2,343,551.2         396,457.0         27.00			point841	841	2,342,372.8	395,841.4	30.0	0			Average	
843       2,342,679.0       396,006.2       27.00         844       2,342,832.0       396,186.1       27.00         845       2,342,832.0       396,186.7       27.00         846       2,343,017.0       396,185.7       27.00         847       2,343,156.0       396,260.1       27.00         848       2,343,156.0       396,397.9       27.00         848       2,343,412.0       396,317.3       27.00         848       2,343,412.0       396,317.3       27.00         849       2,343,412.0       396,317.3       27.00         850       2,343,453.2       396,418.5       27.00         851       2,343,453.2       396,418.5       27.00         851       2,343,521.2       396,438.2       27.00         851       2,343,521.2       396,457.0       27.00         853       2,343,521.2       396,457.0       27.00         853       2,343,521.2       396,457.0       27.00         855       2,343,521.2       396,6507.2       27.00         855       2,343,523.5       396,607.2       27.00         855       2,343,631.0       396,6607.2       27.00         855			point842	842	2,342,568.8	395,945.2	29.0	0			Average	
844       2,342,832.0       396,087.6       27.00         845       2,343,017.0       396,118.1       27.00         846       2,343,017.0       396,185.7       27.00         847       2,343,017.0       396,185.7       27.00         848       2,343,017.0       396,317.3       27.00         848       2,343,415.0       396,317.3       27.00         849       2,343,412.0       396,397.9       27.00         850       2,343,453.2       396,418.5       27.00         851       2,343,453.2       396,418.5       27.00         851       2,343,453.2       396,457.0       27.00         851       2,343,559.2       396,457.0       27.00         853       2,343,559.2       396,507.2       27.00         854       2,343,559.2       396,507.2       27.00         855       2,343,559.2       396,507.2       27.00         855       2,343,723.5       396,507.2       27.00         855       2,343,723.5       396,507.2       27.00         855       2,343,723.5       396,607.1       27.00         855       2,343,810.0       396,607.2       27.00         855 <t< td=""><td></td><td></td><td>point843</td><td>843</td><td>2,342,679.0</td><td>396,006.2</td><td>27.0(</td><td></td><td></td><td></td><td>Average</td><td></td></t<>			point843	843	2,342,679.0	396,006.2	27.0(				Average	
845       2,342,890.2       396,118.1       27,00         846       2,343,017.0       396,185.7       27.00         847       2,343,156.0       396,185.7       27.00         848       2,343,261.5       396,317.3       27.00         849       2,343,412.0       396,397.9       27.00         849       2,343,412.0       396,418.5       27.00         850       2,343,412.0       396,418.5       27.00         851       2,343,453.2       396,418.5       27.00         851       2,343,459.0       396,438.2       27.00         851       2,343,521.2       396,438.2       27.00         853       2,343,559.2       396,507.2       27.00         853       2,343,559.2       396,507.2       27.00         855       2,343,559.2       396,507.2       27.00         855       2,343,723.5       396,507.2       27.00         855       2,343,723.5       396,602.1       27.00         855       2,343,723.5       396,602.1       27.00         855       2,343,723.5       396,602.1       27.00         855       2,343,723.5       396,602.1       27.00         855 <t< td=""><td></td><td></td><td>point844</td><td>844</td><td>2,342,832.0</td><td>396,087.6</td><td>27.0</td><td></td><td></td><td></td><td>Average</td><td></td></t<>			point844	844	2,342,832.0	396,087.6	27.0				Average	
846         2,343,017.0         396,185.7         27.00           847         2,343,156.0         396,260.1         27.00           848         2,343,156.0         396,317.3         27.00           848         2,343,412.0         396,317.3         27.00           849         2,343,412.0         396,317.3         27.00           850         2,343,453.2         396,418.5         27.00           851         2,343,453.2         396,418.5         27.00           851         2,343,489.0         396,438.2         27.00           851         2,343,489.0         396,457.0         27.00           853         2,343,521.2         396,457.0         27.00           853         2,343,554.8         396,507.2         27.00           855         2,343,553.5         396,507.2         27.00           855         2,343,553.5         396,507.2         27.00           855         2,343,723.5         396,602.1         27.00           855         2,343,723.5         396,602.1         27.00           855         2,343,723.5         396,602.1         27.00           855         2,343,810.0         396,602.1         27.00			point845	845	2,342,890.2	396,118.1	27.0(				Average	
847       2,343,156.0       396,260.1       27.00         848       2,343,261.5       396,317.3       27.00         849       2,343,453.2       396,317.3       27.00         850       2,343,453.2       396,418.5       27.00         851       2,343,453.2       396,418.5       27.00         851       2,343,453.2       396,418.5       27.00         853       2,343,591.2       396,457.0       27.00         853       2,343,599.2       396,457.0       27.00         853       2,343,599.2       396,457.0       27.00         855       2,343,599.2       396,547.5       27.00         855       2,343,599.2       396,567.2       27.00         855       2,343,599.2       396,607.2       27.00         855       2,343,599.2       396,607.2       27.00         855       2,343,723.5       396,607.1       27.00         855       2,343,815.8       396,607.1       27.00         855       2,343,815.8       396,607.1       27.00         855       2,343,815.8       396,607.1       27.00         855       2,343,815.0       396,607.1       27.00         855 <t< td=""><td></td><td></td><td>point846</td><td>846</td><td>2,343,017.0</td><td>396,185.7</td><td>27.0(</td><td>0</td><td></td><td></td><td>Average</td><td></td></t<>			point846	846	2,343,017.0	396,185.7	27.0(	0			Average	
848         2,343,261.5         396,317.3         27,00           849         2,343,412.0         396,397.9         27,00           850         2,343,412.0         396,418.5         27,00           851         2,343,453.2         396,418.5         27,00           851         2,343,453.2         396,418.5         27,00           851         2,343,453.2         396,457.0         27,00           853         2,343,599.2         396,507.2         27,00           853         2,343,599.2         396,507.2         27,00           855         2,343,559.2         396,507.2         27,00           855         2,343,723.5         396,602.1         27,00           855         2,343,723.5         396,602.1         27,00           855         2,343,723.5         396,687.2         27,00           855         2,343,723.5         396,687.2         27,00           855         2,343,891.0         396,687.2         27,00           857         2,343,891.0         396,769.6         27,00			point847	847	2,343,156.0	396,260.1	27.0	0			Average	
849       2,343,412.0       396,397.9       27,00         850       2,343,453.2       396,418.5       27,00         851       2,343,489.0       396,418.5       27,00         851       2,343,521.2       396,438.2       27,00         852       2,343,599.2       396,457.0       27,00         853       2,343,599.2       396,507.2       27,00         854       2,343,559.2       396,507.2       27,00         855       2,343,559.2       396,507.2       27,00         855       2,343,723.5       396,602.1       27,00         855       2,343,723.5       396,602.1       27,00         855       2,343,723.5       396,602.1       27,00         855       2,343,723.5       396,602.1       27,00         855       2,343,723.5       396,687.2       27,00         855       2,343,810.0       396,687.2       27,00			point848	848	2,343,261.5	396,317.3	27.0(	0			Average	
850         2,343,453.2         396,418.5         27.00           851         2,343,459.0         396,457.0         27.00           852         2,343,521.2         396,457.0         27.00           853         2,343,599.2         396,457.0         27.00           853         2,343,559.2         396,507.2         27.00           854         2,343,554.8         396,547.5         27.00           855         2,343,723.5         396,607.2         27.00           855         2,343,723.5         396,607.1         27.00           855         2,343,723.5         396,607.1         27.00           855         2,343,723.5         396,607.1         27.00           855         2,343,723.5         396,607.2         27.00           855         2,343,723.5         396,607.1         27.00           855         2,343,815.0         396,607.2         27.00           855         2,343,810.0         396,607.2         27.00			point849	849	2,343,412.0	396,397.9	27.0	0			Average	
851         2,343,489.0         396,438.2         27.00         395,457.0         395,457.0         27.00         395,359.2         396,457.0         27.00         395,359.2         396,507.2         27.00         395,359.2         396,547.5         27.00         395,359.2         396,547.5         27.00         395,54.8         396,547.5         27.00         395,54.2         396,602.1         27.00         395,54.2         396,602.1         27.00         395,55         396,602.1         27.00         395,55         396,602.1         27.00         395,55         395,56.2         395,56.2         395,57         395,57         395,56.2         395,56.2         395,57         395,57         395,57         395,59.5         395,57         395,700			point850	850	2,343,453.2	396,418.5	27.0(		-		Average	
852         2,343,521.2         396,457.0         27.00         853         2,343,599.2         396,507.2         27.00         853         2,343,599.2         396,507.2         27.00         855         2,343,599.2         396,507.2         27.00         855         2,343,723.5         396,602.1         27.00         855         2,343,723.5         396,602.1         27.00         856         2,343,723.5         396,602.1         27.00         856         2,343,815.8         396,687.2         27.00         857         2,343,891.0         396,799.6         27.00         857         2,343,891.0         396,799.6         27.00         857         2,343,891.0         396,799.6         27.00         857         2,343,891.0         396,769.6         27.00         857         2,343,891.0         396,769.6         27.00         857         2,343,891.0         396,769.6         27.00         857         2,343,891.0         396,769.6         27.00         857         2,343,891.0         396,769.6         27.00         856         27.00         856         856         856         856         856         856         856         856         856         856         856         856         856         856         856         856         856         856         8			point851	851	2,343,489.0	396,438.2	27.0				Average	
853         2,343,599.2         396,507.2         27,00           854         2,343,654.8         396,547.5         27,00           855         2,343,723.5         396,602.1         27,00           856         2,343,723.5         396,602.1         27,00           856         2,343,815.8         396,687.2         27,00           856         2,343,815.0         396,687.2         27,00           857         2,343,891.0         396,769.6         27,00			point852	852	2,343,521.2	396,457.0	27.0	0			Average	
854         2,343,654.8         396,547.5         27.00           855         2,343,723.5         396,602.1         27.00           856         2,343,723.5         396,687.2         27.00           856         2,343,815.8         396,687.2         27.00           857         2,343,891.0         396,799.6         27.00			point853	853	2,343,599.2	396,507.2	27.0	0			Average	
855         2,343,723.5         396,602.1         27.00           856         2,343,815.8         396,687.2         27.00           857         2,343,891.0         396,687.2         27.00			point854	854	2,343,654.8	396,547.5	27.0	0			Average	
856 2,343,815.8 396,687.2 27.00 857 2,343,891.0 396,769.6 27.00			point855	855	2,343,723.5	396,602.1	27.0	0			Average	
857 2,343,891.0 396,769.6 27.00			point856	856	2,343,815.8	396,687.2	27.0	0			Average	
			point857	857	2,343,891.0	396,769.6	27.0	0			Average	

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BCBINIOD	8 C B C B	2,343,971.5		7/.0U		Average
point859	859	2,344,030.5		27.00		Average
point860	860	2,344,096.0	396,998.4	27.00		Average
point861	861	2,344,168.5	397,080.8	27.00		Average
point862	862	2,344,241.0	397,161.3	27.00		Average
point863	863	2,344,332.2	397,265.2	27.00		Average
point864	864	2,344,397.8	397,335.9	27.00		Average
point865	865	2,344,498.0	397,448.8	27.00		Average
point866	866	2,344,561.2	397,520.9	27.00		Average
point867	867	2,344,633.8	397,598.8	27.00		Average
point868	868	2,344,690.2	397,661.5	27.00		Average
point869	869	2,344,730.5	397,700.0	27.00		Average
point870	870	2,344,761.0	397,726.8	27.00		Average
point871	871	2,344,823.8	397,777.0	27.00		Average
point872	872	2,344,869.2	397,811.0	27.00	-	Average
point873	873	2,344,924.8	397,847.7	27.00		Average
point874	874	2,345,002.8	397,897.0	27.00		Average
point875	875	2,345,077.0	397,931.0	27.00		Average
point876	876	2,345,133.5	397,959.7	27.00		Average
point877	877	2,345,228.2	397,998.2	27.00		Average
point878	878	2,345,290.2	398,019.7	27.00		Average
point879	879	2,345,335.0	398,031.3	27.00		Average
point880	880	2,345,429.0	398,054.6	26.00		Average
point881	881	2,345,548.0	398,084.1	27.00		Average
point882	882	2,345,667.2	398,113.7	27.00		Average
point883	883	2,345,794.2	398,145.9	27.00		Average
point884	884	2,345,896.0	398,171.7	27,00		Average
point885	885	2,345,952.5	398,186.9	27,00		Average
point886	886	2,346,000.8	398, 197.7	27,00		Average
point887	887	2,346,100.2	398,220.9	28.00		Average
point888	888	2,346,173.8	398,236.2	28,00		Average
point889	889	2,346,217.5	398,247.8	28.00		Average
point890	890	2,346,313.2	398,264.8	28.00		Average
point891	891	2,346,394.0	398,278.2	28.00		Average
point892	892	2,346,513.0	398,297.0	28.00		Average
point893	893	2,346,610.8	398,315.8	28.00	1	Average
point894	894	2,346,658.0	398,326,6	28.00		Average
	ų	0 246 707 0	200 330 1	28.00		Automaa

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		2,040,010.0	398,338.7	23.00	AVELAUA
point897	897	2,346,948.8	398,390.0	29.00	Average
point898	898	2,347,107.2	398,429.3	29.00	Average
point899	668	2,347,262.2	398,467.0	30.00	Average
point900	006	2,347,416.2	398,505.5	30.00	Average
point901	901	2,347,568.2	398,547.0	30.00	Average
point902	902	2,347,687.5	398,574.8	30.00	Average
point903	903	2,347,832.5	398,612.4	30.00	Average
point904	904	2,347,957.0	398,644.6	30.00	Average
point905	905	2,348,067.0	398,680.4	30.00	Average
point906	906	2,348,163.8	398,713.6	30.00	Average
point907	907	2,348,266.8	398,756.5	30.00	Average
point908	908	2,348,335.8	398,787.0	30.00	Average
point909	1	2,348,445.0	398,837.1	30.00	Average
point910	910	2,348,499.2	398,867.7	30.00	Average
point911	911	2,348,622.8	398,938.4	30.00	Average
point912		2,348,774.2	399,034.2	30.00	Average
point913	913	2,348,935.2	399, 135.4	30.00	Average
point914	914	2,349,087.5	399,233.1	30.00	Average
point915	915	2,349,245.2	399,331.6	30.00	Average
point916	916	2,349,349.0	399,396.0	30.00	Average
point917	917	2,349,430.5	399,448.8	30.00	Average
point918	918	2,349,521.8	399,504.0	30.00	Average
point919	919	2,349,619.2	399,567.5	30.00	Average
point920	920	2,349,767.0	399,661.6	30.00	Average
point921	921	2,349,972.0	399,790.5	30.00	Average
point922	922	2,350,155.5	399,907.8	30.00	Average
point923	923	2,350,301.5	400,003.6	30.00	Average
point924	924	2,350,459.2	400,118.2	30.00	Average
point925	925	2,350,613.8	400,231.5	30.00	Average
point926	926	2,350,647.8	400,255.7	30.00	Average
point927	927	2,350,732.8	400,316.6	30.00	Average
point928	928	2,350,757.0	400,332.7	31.00	Average
point929	929	2,350,802.8	400,364.1	31.00	Average
point930	930	2,350,826.8	400,380.2	31.00	Average
point931	931	2,350,958.5	400,462.6	31.00	Average
point932	932	2,351,026.5	400,504.7	31.00	Average
point933	933	2,351,089.2	400,545.8	31.00	Average

point934	934	2,351,169.8	400,589.7	31.00	Average
point935	935	2,351,294.2	400,656.0	31.00	Average
point936	936	2,351,438.5	400,732.1	31.00	Average
point937	937	2,351,486.8	400,754.5	31.00	Average
point938	938	2,351,526.2	400,772.4	31.00	Average
point939	939	2,351,620.8	400,817.3	30.00	Average
point940	940	2,351,757.8	400,875.5	30.00	Average
point941	941	2,351,865.2	400,923.0	30.00	Average
point942	942	2,352,011.2	400,990.1	29.00	Average
point943	943	2,352,140.2	401,053.7	29.00	Average
point944	944	2,352,193.0	401,081.4	28.00	Average
point945	945	2,352,288.0	401,130.7	28.00	Average
point946	946	2,352,416.0	401,198.8	27.00	Average
point947	947	2,352,584.2	401,287.4	27.00	Average
point948	948	2,352,730.0	401,364.0	26.00	Average
point949	949	2,352,863.5	401,435.6	26.00	Average
point950	950	2,353,048.8	401,532.3	25.00	Average
point951	951	2,353,295.0	401,662.2	25.00	Average
point952	952	2,353,362.2	401,698.0	24.00	Average
point953	953	2,353,561.0	401,802.8	23.00	Average
point954	954	2,353,755.2	401,906.6	23.00	Average
point955	955	2,353,942.5	402,003.3	22.00	Average
point956	956	2,354,173.0	402,125.6	22.00	Average
point957	957	2,354,279.5	402,180.2	21.00	Average
point958	958	2,354,457.0	402,274.2	21.00	Average
point959	959	2,354,679.0	402,393.3	20.00	Average
point960	960	2,354,898.2	402,509.8	20.00	Average
point961	961	2,354,968.2	402,543.8	20.00	Average
point962	962	2,355,060.5	402,585.0	20.00	Average
point963	963	2,355,097.2	402,597.5	20.00	Average
point964	964	2,355,206.5	402,631.5	20.00	Average
point965	965	2,355,314.8	402,654.8	19.00	Average
point966	996	2,355,358.5	402,663.8	19.00	Average
point967	967	2,355,576.8	402,680.0	19.00	Average
point968	968	2,355,727.2	402,678.2	18.00	Average
point969	696	2,355,861.5	402,655.8	18.00	Average
point970	970	2,356,010.2	402,628.1	18.00	Average

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INPUT: ROADWAYS	

	point972 point973	972	2,356,282.5	402,578.8	00.71	Average
	point973	042				
		212	2,356,481.2	402,541.2	17.00	Average
	point974	974	2,356,674.2	402,508.0	16.00	Average
	point975	975	2,356,882.0	402,470.3	16.00	Average
	point976	976	2,357,078.0	402,435.4	16.00	Average
	point977	977	2,357,395.0	402,378.1	16.00	Average
	point978	978	2,357,568.0	402,346.8	16.00	Average
	point979	626	2,357,671.0	402,336.0	16.00	Average
	point980	980	2,357,737.2	402,333.3	16.00	Average
-	point981	981	2,357,828.5	402,332.4	16.00	Average
	point982	982	2,358,002.8	402,349.5	16.00	Average
	point983	983	2,358,264.2	402,380.8	16.00	Average
	point984	984	2,358,561.5	402,403.2	15.00	Average
	point985	985	2,358,837.2	402,394.2	15.00	Average
	point986	986	2,359,062.0	402,383.5	15.00	Average
	point987	987	2,359,269.5	402,374.5	15.00	Average
	point988	988	2,359,381.2	402,370.1	15.00	Average
	point989	989	2,359,602.5	402,360.2	14.00	Average
	point990	066	2,359,858.8	402,346.8	14.00	Average
	point991	991	2,360,284.0	402,328.0	14.00	Average
	point992	992	2,360,456.0	402,319.9	14.00	Average
	point993	993	2,360,500.8	402,318.1	14.00	Average
	point994	994	2,360,664.2	402,309.7	14.00	Average
	point995	395	2,360,759.0	402,302.6	13.00	Average
	point996	966	2,360,831.5	402,296.3	13.00	Average
	point997	697	2,360,877.2	402,289.1	13.00	Average
	point998	966	2,360,928.2	402,277.5	13.00	Average
	point999	666 0	2,360,982.0	402,264.1	13.00	Average
	point1000	1000	2,361,046.5	402,244.3	13.00	Average
	point1001	1001	2,361,163.0	402,200.5	13.00	Average
	point1002	1002	2,361,257.8	402,152.1	13.00	Average
	point1003	1003	2,361,330.2	402,111.8	13.00	Average
	point1004	1004	2,361,411.0	402,056.3	12.00	Average
	point1005	1005	2,361,524.0	401,959.2	12.00	Average
	point1006	1006	2,361,577.5	401,903.2	12.00	Average
	point1007	1007	2,361,645.5	401,826.2	12.00	Average
	point1008	1008	2,361,693.0	401,762.6	11.00	Average
	point1009	1009	2,361,736.0	401,699.4	11.00	Average

	point1010	1010	2,361,797.8	401,582.1	11.00	Average
	point1011	1011	2,361,833.5	401,501.6	11.00	Average
	point1012	1012	2,361,861.2	401,425.4	11.00	Average
	point1013	1013	2,361,889.0	401,343.1	11.00	Average
	point1014	1014	2,361,899.8	401,285.8	11.00	Average
	point1015	1015	2,361,906.0	401,251.7	10.00	Average
	point1016	1016	2,361,919.5	401,159.5	10.00	Average
	point1017	1017	2,361,928.5	401,091.3	10.00	Average
2	point1018	1018	2,361,932.8	400,995.6	10.00	Average
	point1019	1019	2,361,926.8	400,912.8	10.00	Average
	point1020	1020	2,361,922.2	400,860.8	10.00	Average
	point1021	1021	2,361,912.2	400,791.9	10.00	Average
	point1022	1022	2,361,900.8	400,713.1	10.00	Average
	point1023	1023	2,361,877.5	400,636.1	10.00	Average
	point1024	1024	2,361,847.0	400,531.3	10.00	Average
	point1025	1025	2,361,811.2	400,444.4	10.00	Average
	point1026	1026	2,361,775.2	400,370.9	10.00	Average
	point1027	1027	2,361,745.0	400,314.5	10.00	Average
	point1028	1028	2,361,706.5	400,253.6	10.00	Average
	point1029	1029	2,361,677.8	400,216.0	10.00	Average
	point1030	1030	2,361,651.0	400,177.5	10.00	Average
	point1031	1031	2,361,563.2	400,072.7	10.00	Average
	point1032	1032	2,361,467.2	399,967.9	10.00	Average
	point1033	1033	2,361,394.0	399,885.4	10.00	Average
	point1034	1034	2,361,268.5	399,756.5	10.00	Average
	point1035	1035	2,361,116.2	399,597.1	10.00	Average
	point1036	1036	2,361,014.2	399,497.7	10.00	Average
	point1037	1037	2,360,929.2	399,419.8	10.00	
EB Outside Lane	12.0 point1038	1038	2,340,741.8	394,924.8	30.00	Average
	point1039	1039	2,341,481.0	395,347.8	30.00	Average
	point1040	1040	2,341,721.0	395,479.5	30.00	Average
	point1041	1041	2,341,832.0	395,537.8	30.00	Average
	point1042	1042	2,341,916.5	395,582.2	30.00	Average
	point1043	1043	2,341,983.2	395,618.2	30.00	Average
	point1044	1044	2,342,099.8	395,679.2	30.00	Average
	point1045	1045	2,342,227.2	395,747.2	30.00	Average
	point1046	1046	2,342,377.5	395,831.0	30.00	Average
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point1048	1048	2,342,684.0	395,996.0	27.00	Average
point1049	1049	2,342,838.0	396,076.5	27.00	Average
point1050	1050	2,342,899.0	396,109.8	27.00	Average
point1051	1051	2,343,021.0	396,176.3	27.00	Average
point1052	1052	2,343,161.2	396,251.2	27.00	Average
point1053	1053	2,343,270.8	396,309.5	27.00	Average
point1054	1054	2,343,420.5	396,388.5	27.00	Average
point1055	1055	2,343,463.5	396,410.7	27.00	Average
point1056	1056	2,343,496.8	396,430.2	27.00	Average
point1057	1057	2,343,533.0	396,452.3	27.00	Average
point1058	1058	2,343,606.5	396,499.5	27.00	Average
point1059	1059	2,343,658.2	396,535.8	27.00	Average
point1060	1060	2,343,733.2	396,595.4	27.00	Average
point1061	1061	2,343,826.2	396,680.1	27.00	Average
point1062	1062	2,343,905.2	396,764.7	27.00	Average
point1063	1063	2,343,981.5	396,852.0	27.00	Average
point1064	1064	2,344,044.0	396,920.0	27.00	Average
point1065	1065	2,344,107.8	396,992.1	27.00	Average
point1066	1066	2,344,179.8	397,072.6	27.00	Average
point1067	1067	2,344,253.2	397,155.8	27.00	Average
point1068	1068	2,344,343.5	397,257.0	27.00	Average
point1069	1069	2,344,408.8	397,330.5	27.00	Average
point1070	1070	2,344,508.5	397,442.9	27.00	Average
point1071	1071	2,344,571.2	397,513.9	27.00	Average
point1072	1072	2,344,642.0	397,592.9	27.00	Average
point1073	1073	2,344,700.2	397,653.9	27.00	Average
point1074	1074	2,344,743.2	397,694.2	27.00	Average
point1075	1075	2,344,769.5	397,719.1	27.00	Average
point1076	1076	2,344,832.0	397,767.7	27.00	Average
point1077	1077	2,344,877.8	397,803.8	27.00	Average
point1078	1078	2,344,929.0	397,838.4	27.00	Average
point1079	1079	2,345,013.8	397,887.0	27.00	Average
point1080	1080	2,345,080.2	397,923.0	27.00	Average
point1081	1081	2,345,138.5	397,948.0	27.00	Average
point1082	1082	2,345,234.2	397,985.4	27.00	Average
point1083	1083	2,345,295.2	398,006.2	27.00	Average
point1084	1084	2,345,343.8	398,018.7	27.00	Average
point1085	1085	2,345,435.2	398,042.3	26.00	Average

point1U86	1086	2,345,554.8	398,070.0	27.00	Average
point1087	1087	2,345,672.5	398,099.2	27.00	Average
point1088	1088	2,345,797.2	398,132.4	27.00	Average
point1089	1089	2,345,905.5	398,158.8	27.00	Average
point1090	1090	2,345,961.0	398,174.1	27.00	Average
point1091	1091	2,346,013.8	398,189.3	27.00	Average
point1092	1092	2,346,103.8	398,207.3	28.00	Average
point1093	1093	2,346,180.2	398,224.0	28.00	Average
point1094	1094	2,346,221.8	398,233.7	28.00	Average
point1095	1095	2,346,320.2	398,253.1	28.00	Average
point1096	1096	2,346,400.8	398,268.4	28.00	Average
point1097	1097	2,346,515.8	398,286.4	28.00	Average
point1098	1098	2,346,609.5	398,303.6	28.00	Average
point1099	1099	2,346,663.5	398,314.7	28.00	Average
point1100	1100	2,346,731.5	398,328.6	28.00	Average
point1101	1101	2,346,817.5	398,346.6	29.00	Average
point1102	1102	2,346,953.5	398,378.5	29.00	Average
point1103	1103	2,347,111.5	398,417.3	29.00	Average
point1104	1104	2,347,265.5	398,456.2	30.00	Average
point1105	1105	2,347,418.0	398,495.0	30.00	Average
point1106	1106	2,347,576.2	398,533.8	30.00	Average
point1107	1107	2,347,689.8	398,564.3	30.00	Average
point1108	1108	2,347,839.8	398,600.4	30.00	Average
point1109	1109	2,347,963.0	398,635.1	30.00	Average
point1110	1110	2,348,076.8	398,667.0	30.00	Average
point1111	1111	2,348,169.8	398,704.4	30.00	Average
point1112	1112	2,348,275.2	398,750.2	30.00	Average
point1113	1113	2,348,344.5	398,779.3	30.00	Average
point1114	1114	2,348,452.8	398,830.6	30.00	Average
point115	1115	2,348,509.5	398,859.8	30.00	Average
point1116	1116	2,348,628.8	398,929.1	30.00	Average
point117	1117	2,348,779.2	399,025.1	30.00	Average
point1118	1118	2,348,943.0	399,126.3	30.00	Average
point1119	1119	2,349,095.5	399,224.8	30.00	Average
point1120	1120	2,349,249.5	399,321.9	30.00	Average
point1121	1121	2,349,355.0	399,387.1	30.00	Average
point1122	1122	2,349,438.2	399,441.2	30.00	Average
noint1123	1123	2.349.528.2	399,498.0	30.00	Average

point1124	1124	2,349,626.8	399,560.4	30.00	Average
point1125	1125	2,349,773.8	399,653.3	30.00	Average
point1126	1126	2,349,976.2	399,780.9	30.00	Average
point1127	1127	2,350,166.2	399,901.6	30.00	Average
point1128	1128	2,350,305.0	399,998.7	30.00	Average
point1129	1129	2,350,461.0	400,109.9	30.00	Average
point1130	1130	2,350,620.5	400,223.7	30.00	Average
point1131	1131	2,350,658.0	400,248.6	30.00	Average
point1132	1132	2,350,739.8	400,306.9	30.00	Average
point1133	1133	2,350,766.0	400,327.7	31.00	Average
point1134	1134	2,350,810.5	400,358.2	31.00	Average
point1135	1135	2,350,835.5	400,373.4	31.00	Average
point1136	1136	2,350,965.8	400,456.7	31.00	Average
point1137	1137	2,351,036.5	400,496.9	31.00	Average
point1138	1138	2,351,101.8	400,534.3	31.00	Average
point1139	1139	2,351,175.2	400,578.7	31.00	Average
point1140	1140	2,351,304.2	400,646.7	31.00	Average
point1141	1141	2,351,447.0	400,722.9	31.00	Average
point1142	1142	2,351,494.2	400,745.2	31.00	Average
point1143	1143	2,351,533.0	400,764.6	31.00	Average
point1144	1144	2,351,627.5	400,808.9	30.00	Average
point1145	1145	2,351,762.0	400,864.4	30.00	Average
point1146	1146	2,351,872.8	400,915.8	30.00	Average
point1147	1147	2,352,018.5	400,980.9	29.00	Average
point1148	1148	2,352,142.5	401,042.2	29.00	Average
point1149	1149	2,352,202.2	401,075.5	28.00	Average
point1150	1150	2,352,293.8	401,121.2	28.00	Average
point1151	1151	2,352,427.0	401,190.6	27.00	Average
point1152	1152	2,352,590.5	401,278.0	27.00	Average
point1153	1153	2,352,737.5	401,357.0	26.00	Average
point1154	1154	2,352,870.8	401,427.8	26.00	Average
point1155	1155	2,353,060.8	401,526.2	25.00	Average
point1156	1156	2,353,297.0	401,649.1	25.00	Average
point1157	1157	2,353,369.0	401,689.3	24.00	Average
point1158	1158	2,353,570.2	401,793.4	23.00	Average
point1159	1159	2,353,764.2	401,896.0	23.00	Average
point1160	1160	2,353,953.0	401,997.2	22.00	Average
noint1161	1161	2.354.180.5	402,116.5	22.00	Average

		2.002	10.11.1.10		
point1163	1163	2,354,467.5	402,269.1	21.00	Average
point1164	1164	2,354,693.5	402,388.4	20.00	Average
point1165	1165	2,354,903.5	402,496.8	20.00	Average
point1166	1166	2,354,971.5	402,531.5	20.00	Average
point1167	1167	2,355,064.5	402,570.3	20.00	Average
point1168	1168	2,355,109.0	402,588.3	20.00	Average
point1169	1169	2,355,208.8	402,620.2	20.00	Average
point1170	1170	2,355,321.0	402,645.2	19.00	Average
point1171	1171	2,355,362.8	402,653.5	19.00	Average
point1172	1172	2,355,576.2	402,670.2	19.00	Average
point1173	1173	2,355,727.5	402,663.2	18.00	Average
point1174	1174	2,355,859.2	402,642.4	18.00	Average
point1175	1175	2,356,010.5	402,614.7	18.00	Average
point1176	1176	2,356,128.2	402,595.3	17.00	Average
point1177	1177	2,356,283.8	402,568.9	17.00	Average
point1178	1178	2,356,479.2	402,532.9	17.00	Average
point1179	1179	2,356,676.2	402,496.8	16.00	Average
point1180	1180	2,356,885.5	402,458.0	16.00	Average
point1181	1181	2,357,075.5	402,424.7	16.00	Average
point1182	1182	2,357,392.5	402,364.5	16.00	Average
point1183	1183	2,357,571.2	402,334.0	16.00	Average
point1184	1184	2,357,672.5	402,324.3	16.00	Average
point1185	1185	2,357,739.2	402,322.9	16.00	Average
point1186	1186	2,357,828.0	402,321.5	16.00	Average
point1187	1187	2,358,011.0	402,336.8	16.00	Average
point1188	1188	2,358,273.2	402,368.7	16.00	Average
point1189	1189	2,358,563.0	402,392.2	15.00	Average
point1190	1190	2,358,834.0	402,385.3	15.00	Average
point1191	1191	2,359,061.5	402,374.2	15.00	Average
point1192	1192	2,359,268.2	402,363.1	15.00	Average
point1193	1193	2,359,383.2	402,356.2	15.00	Average
point1194	1194	2,359,602.5	402,349.2	14.00	Average
point1195	1195	2,359,860.5	402,332.6	14.00	Average
point1196	1196	2,360,286.2	402,316.0	14.00	Average
point1197	1197	2,360,455.5	402,309.0	14.00	Average
point1198	1198	2,360,504.0	402,306.2	14.00	Average
noint1199	1199	2 360,662.0	402,295.2	14.00	Average

		2,360,758.5	4UZ,289.0	13.00	Average
point1201	1201	2,360,833.2	402,282.7	13.00	Average
point1202	1202	2,360,873.5	402,277.4	13.00	Average
point1203	1203 2	2,360,926.2	402,264.9	13.00	Average
point1204	1204 2	2,360,977.5	402,252.5	13.00	Average
point1205	1205 2	2,361,042.8	402,231.7	13.00	Average
point1206	1206 2	2,361,155.0	402,187.3	13.00	Average
point1207	1207 2	2,361,252.2	402,142.9	13.00	Average
point1208	1208 2	2,361,329.8	402,099.9	13.00	Average
point1209	1209 2	2,361,404.8	402,045.8	12.00	Average
point1210	1210 2	2,361,515.8	401,950.1	12.00	Average
point1211	1211 2	2,361,571.2	401,893.2	12.00	Average
point1212	1212 2	2,361,635.0	401,818.3	12.00	Average
point1213	1213 2	2,361,683.5	401,755.9	11.00	Average
point1214	1214 2	2,361,723.8	401,690.7	11.00	Average
point1215	1215 2	2,361,787.5	401,578.4	11.00	Average
point1216	1216 2	2,361,820.8	401,497.9	11.00	Average
point1217	1217 2	2,361,848.5	401,427.2	11.00	Average
point1218	1218 2	2,361,873.5	401,343.5	11.00	Average
point1219	1219 2	2,361,887.5	401,292.1	11.00	Average
point1220	1220 2	2,361,895.8	401,251.9	10.00	Average
point1221	1221	2,361,909.5	401,161.8	10.00	Average
point1222	1222	2,361,916.5	401,091.0	10.00	Average
point1223	1223 2	2,361,916.5	400,996.7	10.00	Average
point1224	1224 2	2,361,914.0	400,918.2	10.00	Average
point1225	1225 2	2,361,909.8	400,861.4	10.00	Average
point1226	1226 2	2,361,901.5	400,796.2	10.00	Average
point1227	1227 2	2,361,886.2	400,715.7	10.00	Average
point1228	1228 2	2,361,867.5	400,636.9	10.00	Average
point1229	1229 2	2,361,837.8	400,535.4	10.00	Average
point1230	1230 2	2,361,798.8	400,445.3	10.00	Average
point1231	1231 2	2,361,764.2	400,373.2	10.00	Average
point1232	1232 2	2,361,735.0	400,320.4	10.00	Average
point1233	1233 2	2,361,697.5	400,266.3	10.00	Average
point1234	1234 2	2,361,670.5	400,223.6	10.00	Average
point1235	1235 2	2,361,638.0	400,181.8	10.00	Average
point1236	1236 2	2,361,554.8	400,083.8	10.00	Average

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	point1238	1238 2,361,380.0	399,889.7	10.00	Average
	point1239	1239 2,361,256.5	399,759.3	10.00	Average
	point1240	1240 2,361,111.0	399,605.9	10.00	Average
	point1241	1241 2,361,009.8	399,506.1	10.00	Average
	point1242	1242 2,360,923.8	399,427.0	10.00	
WB Inside Lane	12.0 point1243	1243 2,360,950.2	399,404.0	10.00	Average
	point1244	1244 2,361,036.8	399,488.7	10.00	Average
	point1245	1245 2,361,140.5	399,588.9	10.00	Average
	point1246	1246 2,361,292.5	399,741.9	10.00	Average
	point1247	1247 2,361,413.5	399,876.7	10.00	Average
	point1248	1248 2,361,488.8	399,959.7	10.00	Average
	point1249	1249 2,361,583.8	400,057.5	10.00	Average
	point1250	1250 2,361,677.2	400,166.4	10.00	Average
	point1251	1251 2,361,707.5	400,205.3	10.00	Average
	point1252	1252 2,361,731.5	400,245.1	10.00	Average
	point1253	1253 2,361,768.8	400,303.8	10.00	Average
	point1254	1254 2,361,802.5	400,363.4	10.00	Average
	point1255	1255 2,361,838.0	400,437.8	10.00	Average
	point1256	1256 2,361,873.2	400,526.8	10.00	Average
	point1257	1257 2,361,907.0	400,631.6	10.00	Average
	point1258	1258 2,361,928.8	400,715.4	10.00	Average
	point1259	1259 2,361,941.5	400,794.9	10.00	Average
	point1260	1260 2,361,951.0	400,864.9	10.00	Average
	point1261	1261 2,361,955.5	400,933.2	10.00	Average
	point1262	1262 2,361,958.0	400,992.8	10.00	Average
	point1263	1263 2,361,954.5	401,090.4	10.00	Average
	point1264	1264 2,361,947.8	401,162.2	10.00	Average
	point1265	1265 2,361,933.8	401,254.8	11.00	Average
	point1266	1266 2,361,926.0	401,291.2	11.00	Average
	point1267	1267 2,361,912.2	401,347.3	11.00	Average
	point1268	1268 2,361,888.0	401,432.0	11.00	Average
	point1269	1269 2,361,859.5	401,512.4	11.00	Average
	point1270	1270 2,361,822.2	401,595.3	11.00	Average
	point1271	1271 2,361,755.8	401,714.6	11.00	Average
	point1272	1272 2,361,711.8	401,783.8	12.00	Average
	point1273		401,841.0	12.00	Average
	point1274	1274 2,361,599.0	401,923.1	12.00	Average
	noint1275	1275 2.361.544.8	401,977.5	12.00	Average

the ciriliand	1314	2,355,857.2	402,689.2	18.00	Average
point1315	1315	2,355,724.2	402,709.0	18.00	Average
point1316	1316	2,355,579.0	402,713.3	19.00	Average
point1317	1317	2,355,436.5	402,707.3	19.00	Average
point1318	1318	2,355,340.5	402,696.1	19.00	Average
point1319	1319	2,355,286.2	402,685.7	19.00	Average
point1320	1320	2,355,182.5	402,660.6	20.00	Average
point1321	1321	2,355,084.8	402,626.9	20.00	Average
point1322	1322	2,355,033.0	402,607.0	20.00	Average
point1323	1323	2,354,944.0	402,569.0	20.00	Average
point1324	1324	2,354,865.2	402,530.1	20.00	Average
point1325	1325	2,354,646.8	402,414.3	21.00	Average
point1326	1326	2,354,423.8	402,295.9	21.00	Average
point1327	1327	2,354,260.0	402,207.4	22.00	Average
point1328	1328	2,354,151.2	402,153.8	22.00	Average
point1329	1329	2,353,922.2	402,029.4	23.00	Average
point1330	1330	2,353,728.5	401,927.4	23.00	Average
point1331	1331	2,353,530.8	401,823.7	23.00	Average
point1332	1332	2,353,340.8	401,725.7	24.00	Average
point1333	1333	2,353,273.5	401,691.1	24.00	Average
point1334	1334	2,353,024.5	401,558.9	25.00	Average
point1335	1335	2,352,839.5	401,459.5	26.00	Average
point1336	1336	2,352,713.5	401,393.0	27.00	Average
point1337	1337	2,352,560.5	401,311.7	27.00	Average
point1338	1338	2,352,401.5	401,228.4	28.00	Average
point1339	1339	2,352,257.2	401,152.3	28.00	Average
point1340	1340	2,352,171.5	401,107.4	29.00	Average
point1341	1341	2,352,114.5	401,078.0	29.00	Average
point1342	1342	2,351,985.8	401,011.5	30.00	Average
point1343	1343	2,351,845.8	400,944.9	30.00	Average
point1344	1344	2,351,734.2	400,894.8	30.00	Average
point1345	1345	2,351,609.2	400,840.2	31.00	Average
point1346	1346	2,351,518.5	400,799.5	31.00	Average
point1347	1347	2,351,472.0	400,776.2	31.00	Average
point1348	1348	2,351,418.2	400,751.2	31.00	Average
point1349	1349	2,351,277.5	400,678.6	31.00	Average
point1350	1350	2,351,152.0	400,610.3	31.00	Average
noint1351	1351	2.351.072.5	400.567.1	31.00	Average

		2,351,001.8	400,524.7	31.00	Average
point1353	1353	2,350,936.0	400,484.1	31.00	Average
point1354	1354	2,350,814.8	400,404.8	31.00	Average
point1355	1355	2,350,782.8	400,384.9	31.00	Average
point1356	6 1356	2,350,743.0	400,359.0	31.00	Average
point1357	1357	2,350,706.0	400,336.5	30.00	Average
point1358	8 1358	2,350,628.2	400,283.8	30.00	Average
point1359	1359	2,350,561.5	400,233.7	30.00	Average
point1360	1360	2,350,433.8	400,144.6	30.00	Average
point1361	1 1361	2,350,279.5	400,030.9	30.00	Average
point1362	1362	2,350,131.0	399,931.5	30.00	Average
point1363	L	2,349,949.5	399,814.8	30.00	Average
point1364	1364	2,349,748.5	399,689.3	30.00	Average
point1365	5 1365	2,349,593.8	399,591.7	30.00	Average
point1366	36 1366	2,349,501.2	399,532.9	30.00	Average
point1367	37 1367	2,349,396.8	399,469.8	30.00	Average
point1368	8 1368	2,349,318.0	399,418.0	30.00	Average
point1369	1369	2,349,215.2	399,352.3	30.00	Average
point1370	0 1370	2,349,063.0	399,255.5	30.00	Average
point1371	1 1371	2,348,910.2	399,161.1	30.00	Average
point1372	2 1372	2,348,743.2	399,055.7	30.00	Average
point1373	3 1373	2,348,587.8	398,958.0	30.00	Average
point1374	4 1374	2,348,486.8	398,896.7	30.00	Average
point1375	5 1375	2,348,417.5	398,861.2	30.00	Average
point1376	6 1376	2,348,313.0	398,811.9	30.00	Average
point1377	7 1377	2,348,247.2	398,783.4	30.00	Average
point1378	8 1378	2,348,136.8	398,737.6	30.00	Average
point1379	9 1379	2,348,047.8	398,706.5	30.00	Average
point1380	30 1380	2,347,938.8	398,671.9	30.00	Average
point1381	1381	2,347,813.5	398,641.7	30.00	Average
point1382	32 1382	2,347,667.5	398,605.4	30.00	Average
point1383	1383	2,347,556.8	398,578.2	30.00	Average
point1384	1384	2,347,397.0	398,536.8	30.00	Average
point1385	1385	2,347,242.2	398,497.9	30.00	Average
point1386	36 1386	2,347,092.8	398,459.8	29.00	Average
point1387	37 1387	2,346,936.2	398,419.2	29.00	Average
point1388	38 1388	2,346,795.5	398,389.0	29.00	Average
			0000		Average

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DOIUT 1 JOINT	0801	2,340,030.5	398,350.2	28.00	Average
point1391	1391	2,346,590.5	398,345.8	28.00	Average
point1392	1392	2,346,496.5	398,327.6	28.00	Average
point1393	1393	2,346,382.2	398,311.2	28.00	Average
point1394	1394	2,346,301.0	398,294.8	28.00	Average
point1395	1395	2,346,209.0	398,276.1	28.00	Average
point1396	1396	2,346,158.0	398,265.8	28.00	Average
point1397	1397	2,346,084.5	398,249.3	28.00	Average
point1398	1398	2,345,992.0	398,228.6	27.00	Average
point1399	1399	2,345,932.5	398,214.8	27.00	Average
point1400	1400	2,345,877.0	398,200.9	27.00	Average
point1401	1401	2,345,777.8	398,176.7	27.00	Average
point1402	1402	2,345,649.0	398,143.9	27.00	Average
point1403	1403	2,345,537.5	398,116.2	27.00	Average
point1404	1404	2,345,423.5	398,084.2	27.00	Average
point1405	1405	2,345,327.5	398,059.2	27.00	Average
point1406	1406	2,345,274.8	398,043.6	27.00	Average
point1407	1407	2,345,215.0	398,028.9	27.00	Average
point1408	1408	2,345,126.0	397,993.2	27.00	Average
point1409	1409	2,345,048.2	397,959.4	27.00	Average
point1410	1410	2,344,981.8	397,924.0	27.00	Average
point1411	1411	2,344,903.2	397,873.9	27.00	Average
point1412	1412	2,344,841.0	397,829.8	27.00	Average
point1413	1413	2,344,802.0	397,801.3	27.00	Average
point1414	1414	2,344,738.0	397,750.3	27.00	Average
point1415	1415	2,344,706.0	397,719.2	27.00	Average
point1416	1416	2,344,664.5	397,681.2	27.00	Average
point1417	1417	2,344,607.5	397,618.1	27.00	Average
point1418	1418	2,344,535.8	397,533.4	27.00	Average
point1419	1419	2,344,472.0	397,458.7	27.00	Average
point1420	1420	2,344,373.5	397,350.7	27.00	Average
point1421	1421	2,344,309.5	397,278.1	27.00	Average
point1422	1422	2,344,209.2	397,169.2	27.00	Average
point1423	1423	2,344,140.0	397,090.5	27.00	Average
point1424	1424	2,344,071.8	397,014.5	27.00	Average
point1425	1425	2,344,008.5	396,943.4	27.00	Average
point1426	1426	2,343,945.2	396,870.8	27.00	Average
noint1427	1427	2.343.865.8	396,782.7	27.00	Average

		point1428	1428	2,343,793.2	396, /03.2	27.00	Average
		point1429	1429	2,343,697.2	396,617.6	27.00	Average
		point1430	1430	2,343,634.2	396,569.2	27.00	Average
		point1431	1431	2,343,576.2	396,526.9	27.00	Average
		point1432	1432	2,343,502.8	396,481.9	27.00	Average
		point1433	1433	2,343,469.2	396,462.1	27.00	Average
		point1434	1434	2,343,432.0	396,438.7	27.00	Average
		point1435	1435	2,343,393.0	396,418.0	27.00	Average
		point1436	1436	2,343,247.2	396,340.0	28.00	Average
		point1437	1437	2,343,135.0	396,282.1	28.00	Average
		point1438	1438	2,342,998.5	396,208.7	28.00	Average
		point1439	1439	2,342,873.2	396,141.2	28.00	Average
		point1440	1440	2,342,814.5	396,111.0	29.00	Average
		point1441	1441	2,342,665.8	396,029.8	29.00	Average
		point1442	1442	2,342,553.5	395,969.2	29.00	Average
		point1443	1443	2,342,363.2	395,865.9	30.00	Average
		point1444	1444	2,342,207.8	395,782.9	30.00	Average
		point1445	1445	2,342,079.8	395,714.7	30.00	Average
		point1446	1446	2,341,964.8	395,655.0	30.00	Average
		point1447	1447	2,341,888.8	395,613.5	30.00	Average
		point1448	1448	2,341,846.5	395,588.5	30.00	Average
		point1449	1449	2,341,812.0	395,569.5	30.00	Average
		point1450	1450	2,341,701.5	395,513.9	30.00	Average
		point1451	1451	2,341,448.5	395,380.8	30.00	Average
		point1452	1452	2,340,724.2	394,960.8	30.00	
WB Outside Lane	12.0	point1453	1453	2,360,955.0	399,401.1	10.00	Average
		point1454	1454	2,361,040.2	399,482.0	10.00	Average
		point1455	1455	2,361,145.8	399,582.1	10.00	Average
		point1456	1456	2,361,300.5	399,738.7	10.00	Average
		point1457	1457	2,361,418.0	399,870.1	10.00	Average
		point1458	1458	2,361,493.8	399,953.6	10.00	Average
		point1459	1459	2,361,592.0	400,047.6	10.00	Average
		point1460	1460	2,361,687.8	400,158.9	10.00	Average
		point1461	1461	2,361,713.2	400,195.9	10.00	Average
Yang Internet in the second seco		point1462	1462	2,361,740.0	400,236.0	10.00	Average
		point1463	1463	2,361,777.5	400,297.8	10.00	Average
		point1464	1464	2,361,812.2	400,357.8	10.00	Average
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# C:\Clements Ferry TNM\Build 2040rev

INPUT: ROADWAYS					Clements Ferry F	<b>Clements Ferry Phase 2 Widening</b>	
	point1466	1466	2,361,885.5	400,523.9	10.00	Aver	Average
	point1467	1467	2,361,918.5	400,628.3	10.00	Avei	Average
	point1468	1468	2,361,939.2	400,712.8	10.00	Ave	Average
	point1469	1469	2,361,953.2	400,792.8	10.00	Ave	Average
	point1470	1470	2,361,962.0	400,861.1	10.00	Avei	Average
	point1471	1471	2,361,967.2	400,932.5	10.00	Aver	Average
	point1472	1472	2,361,968.0	400,991.7	10.00	Ave	Average
	point1473	1473	2,361,963.8	401,089.1	10.00	Ave	Average
	point1474	1474	2,361,959.2	401,165.7	10.00	Avei	Average
	point1475	1475	2,361,945.5	401,255.3	11.00	Avei	Average
	point1476	1476	2,361,936.0	401,292.7	11.00	Avei	Average
	point1477	1477	2,361,922.8	401,350.1	11.00	Avei	Average
	point1478	1478	2,361,897.5	401,432.8	11.00	Avei	Average
	point1479	1479	2,361,869.8	401,514.2	11.00	Aver	Average
	point1480	1480	2,361,831.5	401,597.7	11.00	Avei	Average
	point1481	1481	2,361,768.8	401,719.5	11.00	Avei	Average
	point1482	1482	2,361,721.8	401,788.2	12.00	Aver	Average
	point1483	1483	2,361,678.2	401,847.4	12.00	Aver	Average
	point1484	1484	2,361,607.8	401,929.2	12.00	Aver	Average
	point1485	1485	2,361,553.0	401,985.7	12.00	Aver	Average
	point1486	1486	2,361,439.0	402,083.2	13.00	Aver	Average
	point1487	1487	2,361,355.5	402,141.5	13.00	Aver	Average
	point1488	1488	2,361,280.2	402,189.1	13.00	Aver	Average
	point1489	1489	2,361,175.8	402,237.0	13.00	Aver	Average
	point1490	1490	2,361,057.5	402,283.9	13.00	Aver	Average
	point1491	1491	2,360,992.2	402,301.3	13.00	Aver	Average
	point1492	1492	2,360,935.8	402,315.3	13.00	Aver	Average
	point1493	1493	2,360,879.2	402,328.3	13.00	Aver	Average
	point1494	1494	2,360,827.8	402,337.0	13.00	Aver	Average
	point1495	1495	2,360,753.0	402,344.8	14.00	Aver	Average
	point1496	1496	2,360,668.5	402,350.1	14.00	Aver	Average
	point1497	1497	2,360,503.2	402,356.2	14.00	Aver	Average
	point1498	1498	2,360,452.8	402,358.8	14.00	Aver	Average
	point1499	1499	2,360,289.2	402,366.6	14.00	Aver	Average
	point1500	1500	2,359,857.8	402,387.5	14.00	Average	rage
	point1501	1501	2,359,607.5	402,397.9	15.00	Aver	Average
	point1502	1502	2,359,377.0	402,410.1	15.00	Aver	Average
	point1503	1503	2,359,267.2	402,415.3	15.00	Aver	Average
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point1505	1505	2.358.838.2	402 435 3	15.00	Average
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point1506	1506	2,358,668.8	402,440.6	15.00	Average
point1507	1507	2,358,620.8	402,444.0	15.00	Average
point1508	1508	2,358,550.2	402,443.2	15.00	Average
point1509	1509	2,358,393.0	402,432.2	16.00	Average
point1510	1510	2,358,243.5	402,416.5	16.00	Average
point1511	1511	2,357,995.5	402,386.1	16.00	Average
point1512	1512	2,357,815.5	402,373.0	16.00	Average
point1513	1513	2,357,722.2	402,370.4	16.00	Average
point1514	1514	2,357,659.8	402,376.5	16.00	Average
point1515	1515	2,357,566.5	402,387.0	16.00	Average
point1516	1516	2,357,389.0	402,422.6	16.00	Average
point1517	1517	2,357,082.0	402,479.2	16.00	Average
point1518	1518	2,356,892.5	402,513.8	16.00	Average
point1519	1519	2,356,681.0	402,552.1	16.00	Average
point1520	1520	2,356,486.2	402,587.8	17.00	Average
point1521	1521	2,356,287.8	402,623.4	17.00	Average
point1522	1522	2,356,135.5	402,650.4	17.00	Average
point1523	1523	2,356,016.2	402,672.1	18.00	Average
point1524	1524	2,355,858.0	402,700.0	18.00	Average
point1525	1525	2,355,729.2	402,719.1	18.00	Average
point1526	1526	2,355,580.5	402,726.1	19.00	Average
point1527	1527	2,355,438.2	402,721.7	19.00	Average
point1528	1528	2,355,338.2	402,706.1	19.00	Average
point1529	1529	2,355,280.8	402,695.6	19.00	Average
point1530	1530	2,355,178.0	402,670.4	20.00	Average
point1531	1531	2,355,079.8	402,638.2	20.00	Average
point1532	1532	2,355,023.2	402,618.2	20.00	Average
point1533	1533	2,354,936.2	402,579.9	20.00	Average
point1534	1534	2,354,856.0	402,539.9	20.00	Average
point1535	1535	2,354,641.2	402,425.0	21.00	Average
point1536	1536	2,354,419.2	402,305.0	21.00	Average
point1537	1537	2,354,256.0	402,217.5	22.00	Average
point1538	1538	2,354,145.5	402,162.7	22.00	Average
point1539	1539	2,353,912.5	402,037.4	23.00	Average
point1540	1540	2,353,722.0	401,938.2	23.00	Average
point1541	1541	2,353,527.0	401,836.4	23.00	Average

	Zeclaniod	1542	2,353,336,5	401,733.8	24.00	Average
	point1543	1543	2,353,263.2	401,695.5	24.00	Average
	point1544	1544	2,353,022.2	401,570.2	25.00	Average
-	point1545	1545	2,352,835.8	401,472.2	26.00	Average
	point1546	1546	2,352,704.2	401,402.7	27.00	Average
	point1547	1547	2,352,556.2	401,325.2	27.00	Average
	point1548	1548	2,352,397.0	401,239.9	28.00	Average
	point1549	1549	2,352,252.8	401,162.5	28.00	Average
	point1550	1550	2,352,163.0	401,119.0	29.00	Average
	point1551	1551	2,352,106.5	401,087.7	29.00	Average
	point1552	1552	2,351,978.8	401,020.7	30.00	Average
	point1553	1553	2,351,841.2	400,956.3	30.00	Average
	point1554	1554	2,351,732.5	400,906.7	30.00	Average
	point1555	1555	2,351,605.5	400,851.4	31.00	Average
	point1556	1556	2,351,509.0	400,809.7	31.00	Average
	point1557	1557	2,351,457.8	400,786.2	31.00	Average
	point1558	1558	2,351,409.0	400,760.1	31.00	Average
	point1559	1559	2,351,270.8	400,689.6	31.00	Average
	point1560	1560	2,351,146.2	400,621.7	31.00	Average
	point1561	1561	2,351,065.2	400,577.4	31.00	Average
	point1562	1562	2,350,994.0	400,536.5	31.00	Average
	point1563	1563	2,350,929.5	400,494.7	31.00	Average
	point1564	1564	2,350,804.2	400,416.4	31.00	Average
	point1565	1565	2,350,771.2	400,394.7	31.00	Average
	point1566	1566	2,350,735.5	400,371.2	31.00	Average
	point1567	1567	2,350,699.0	400,346.8	30.00	Average
	point1568	1568	2,350,620.8	400,292.0	30,00	Average
	point1569	1569	2,350,550.2	400,243.2	30.00	Average
	point1570	1570	2,350,428.0	400,150.6	30.00	Average
	point1571	1571	2,350,267.0	400,037.4	30.00	Average
	point1572	1572	2,350,125.2	399,941.8	30.00	Average
-	point1573	1573	2,349,940.8	399,824.3	30.00	Average
	point1574	1574	2,349,740.8	399,699.9	30.00	Average
	point1575	1575	2,349,586.8	399,601.6	30.00	Average
	point1576	1576	2,349,497.5	399,544.5	30.00	Average
	point1577	1577	2,349,389.5	399,477.5	30.00	Average
	point1578	1578	2,349,311.2	399,427.9	30,00	Average
	point1579	1579	2,349,204.2	399,360,9	30.00	Average

1581         2,348,905.8         399,172.2           1582         2,348,734.5         399,065.1           1583         2,348,482.2         398,968.6           1584         2,348,482.2         398,968.6           1584         2,348,482.2         398,874.1           1588         2,348,306.8         398,874.1           1586         2,348,306.8         398,874.1           1588         2,348,306.8         398,874.1           1588         2,348,306.8         398,874.1           1588         2,348,306.8         398,792.3           1588         2,348,129.2         398,748.0           1589         2,348,129.2         398,649.6           1590         2,347,668.2         398,647.8           1591         2,347,554.2         398,547.8           1592         2,347,554.2         398,547.8           1593         2,347,554.2         398,547.8           1593         2,347,554.2         398,547.8           1593         2,346,935.0         398,547.8           1593         2,346,935.0         398,547.8           1593         2,346,935.0         398,547.8           1593         2,346,935.0         398,547.8 <tr< th=""><th>Average Average Average</th></tr<>	Average
1582         2,348,734.5         399,065.1           1583         2,348,415.5         398,968.6           1584         2,348,415.5         398,968.6           1584         2,348,415.5         398,874.1           1585         2,348,415.5         398,874.1           1586         2,348,415.5         398,874.1           1588         2,348,129.2         398,792.3           1588         2,348,129.2         398,748.0           1590         2,347,926.5         398,649.6           1591         2,347,668.2         398,649.6           1592         2,347,554.2         398,649.6           1593         2,347,554.2         398,649.6           1593         2,347,554.2         398,649.6           1593         2,347,554.2         398,649.6           1593         2,347,554.2         398,647.8           1593         2,347,554.2         398,547.8           1593         2,347,554.2         398,647.4           1593         2,347,554.2         398,647.8           1593         2,347,554.2         398,647.8           1593         2,347,554.2         398,647.4           1593         2,347,554.2         398,470.4 <tr< td=""><td>Average       Average       Average       Average       Average       Average       Average</td></tr<>	Average       Average       Average       Average       Average       Average       Average
1583         2.348,482.2         398,968.6           1584         2.348,415.5         398,874.1           1586         2.348,415.5         398,874.1           1586         2.348,415.5         398,874.1           1588         2.348,306.8         398,820.2           1588         2.348,129.2         398,792.3           1588         2.348,129.2         398,717.5           1589         2.348,042.2         398,649.6           1590         2.347,926.5         398,649.6           1591         2.347,926.5         398,649.6           1592         2.347,554.2         398,647.8           1593         2.347,554.2         398,647.8           1593         2.347,554.2         398,647.8           1593         2.347,554.2         398,647.8           1593         2.347,554.2         398,647.8           1593         2.347,554.2         398,647.8           1593         2.347,554.2         398,647.8           1594         2,347,554.2         398,647.8           1593         2,347,554.2         398,647.8           1593         2,347,554.2         398,647.8           1594         2,346,793.0         398,470.4 <tr< td=""><td>Average Average Average Average Average Average Average</td></tr<>	Average Average Average Average Average Average Average
1584         2,348,415.5         398,908.5           1585         2,348,415.5         398,874.1           1586         2,348,415.5         398,874.1           1586         2,348,415.5         398,874.1           1588         2,348,306.8         398,792.3           1588         2,348,129.2         398,717.5           1589         2,347,926.5         398,649.6           1590         2,347,926.5         398,649.6           1591         2,347,668.2         398,649.6           1592         2,347,668.2         398,647.8           1593         2,347,554.2         398,647.8           1593         2,347,554.2         398,647.8           1593         2,347,554.2         398,507.8           1594         2,347,554.2         398,507.8           1593         2,347,554.2         398,507.8           1594         2,347,554.2         398,507.8           1593         2,347,537.5         398,507.8           1594         2,347,537.5         398,507.8           1594         2,346,706.2         398,390.1           1594         2,346,706.2         398,390.2           1594         2,346,706.2         398,390.2 <tr< td=""><td>Average Average Average Average</td></tr<>	Average Average Average Average
1585         2,348,415.5         398,874.1           1586         2,348,306.8         398,820.2           1586         2,348,306.8         398,792.3           1587         2,348,129.2         398,717.5           1588         2,348,129.2         398,717.5           1589         2,347,926.5         398,649.6           1591         2,347,668.2         398,649.6           1591         2,347,668.2         398,649.6           1592         2,347,668.2         398,649.6           1593         2,347,554.2         398,649.6           1593         2,347,554.2         398,649.6           1594         2,347,554.2         398,640.4           1593         2,347,554.2         398,507.8           1594         2,347,537.5         398,507.8           1595         2,347,038.8         398,470.4           1594         2,346,706.2         398,390.1           1595         2,347,537.5         398,507.8           1596         2,346,708.8         398,390.1           1596         2,346,708.8         398,390.1           1598         2,346,708.8         398,390.1           1598         2,346,708.3         398,390.1 <tr< td=""><td>Average</td></tr<>	Average
1586         2,348,306.8         398,820.2           1587         2,348,239.0         398,792.3           1588         2,348,129.2         398,717.5           1589         2,348,042.2         398,717.5           1589         2,347,926.5         398,682.7           1591         2,347,926.5         398,682.7           1591         2,347,668.2         398,649.6           1591         2,347,668.2         398,649.6           1592         2,347,668.2         398,640.6           1593         2,347,554.2         398,616.6           1594         2,347,554.2         398,616.6           1595         2,347,554.2         398,616.6           1594         2,347,537.5         398,616.6           1595         2,347,537.5         398,507.8           1594         2,346,935.0         398,470.4           1595         2,346,706.2         398,360.1           1596         2,346,706.2         398,370.1           1598         2,346,706.2         398,370.1           1599         2,346,706.2         398,370.1           1591         2,346,706.2         398,370.1           1600         2,346,530.0         398,380.1 <tr< td=""><td>Avera</td></tr<>	Avera
1587         2,348,239.0         398,792.3           1588         2,348,129.2         398,748.0           1589         2,348,042.2         398,748.0           1590         2,347,904.8         398,682.7           1591         2,347,904.8         398,649.6           1592         2,347,668.2         398,649.6           1592         2,347,668.2         398,649.6           1592         2,347,668.2         398,616.6           1593         2,347,554.2         398,616.6           1594         2,347,554.2         398,507.8           1595         2,347,088.8         398,507.8           1595         2,347,088.8         398,433.7           1596         2,347,096.2         398,433.7           1598         2,346,793.0         398,390.1           1599         2,346,633.0         398,396.2           1600         2,346,633.0         398,3380.1           1600         2,346,633.0         398,3380.1           1600         2,346,633.0         398,356.6           1600         2,346,633.0         398,3380.1           1600         2,346,633.0         398,3380.1           1600         2,346,530.0         398,338.2	
1588         2,348,129.2         398,717.5           1589         2,348,042.2         398,717.5           1590         2,347,926.5         398,649.6           1591         2,347,804.8         398,649.6           1591         2,347,804.8         398,649.6           1591         2,347,658.2         398,616.6           1593         2,347,554.2         398,5618.6           1593         2,347,554.2         398,507.8           1594         2,347,554.2         398,507.8           1594         2,347,554.2         398,507.8           1595         2,347,554.2         398,507.8           1594         2,347,088.8         398,470.4           1597         2,346,935.0         398,470.4           1598         2,346,792.2         398,399.2           1598         2,346,792.3         398,3390.1           1600         2,346,633.0         398,3390.2           1601         2,346,530.8         398,3390.2           1600         2,346,530.8         398,3390.2           1600         2,346,530.8         398,3390.2           1600         2,346,530.8         398,330.2           1600         2,346,530.8         398,330.2	Average
1589         2,348,042.2         398,717.5           1590         2,347,926.5         398,682.7           1591         2,347,668.2         398,649.6           1591         2,347,668.2         398,649.6           1592         2,347,654.2         398,649.6           1593         2,347,554.2         398,647.8           1594         2,347,554.2         398,547.8           1594         2,347,088.8         398,470.4           1595         2,347,088.8         398,470.4           1596         2,346,792.2         398,507.8           1598         2,346,792.2         398,507.8           1599         2,346,792.2         398,507.8           1599         2,346,792.2         398,390.1           1599         2,346,706.2         398,390.1           1599         2,346,706.2         398,390.2           1600         2,346,706.2         398,390.1           1600         2,346,705.2         398,356.6           1600         2,346,706.2         398,356.6           1600         2,346,706.2         398,356.6           1600         2,346,705.2         398,356.6           1600         2,346,505.3         398,356.6 <tr< td=""><td>Average</td></tr<>	Average
1590         2,347,926.5         398,682.7           1591         2,347,668.2         398,649.6           1592         2,347,668.2         398,649.6           1593         2,347,668.2         398,649.6           1593         2,347,554.2         398,547.8           1594         2,347,568.2         398,547.8           1595         2,347,088.8         398,470.4           1595         2,347,088.8         398,470.4           1595         2,347,088.8         398,470.4           1596         2,347,088.8         398,470.4           1597         2,346,935.0         398,433.7           1598         2,346,706.2         398,390.1           1599         2,346,706.2         398,390.1           1598         2,346,706.2         398,380.1           1600         2,346,530.8         398,356.6           1601         2,346,530.8         398,336.2           1600         2,346,530.8         398,356.6           1600         2,346,505.2         398,356.6           1600         2,346,507.8         398,356.6           1600         2,346,508.8         398,356.6           1600         2,346,508.8         398,3352.7 <t< td=""><td>Average</td></t<>	Average
1591         2,347,604.8         398,649.6           1592         2,347,668.2         398,516.6           1593         2,347,554.2         398,516.6           1594         2,347,554.2         398,547.8           1595         2,347,554.2         398,507.8           1595         2,347,088.8         398,507.8           1596         2,347,088.8         398,470.4           1596         2,347,088.8         398,470.4           1596         2,347,088.8         398,433.7           1599         2,346,792.2         398,399.2           1599         2,346,633.0         398,380.1           1600         2,346,633.0         398,366.2           1601         2,346,588.8         398,366.2           1601         2,346,633.0         398,366.2           1601         2,346,580.8         398,356.6           1601         2,346,633.0         398,356.6           1601         2,346,633.0         398,356.6           1601         2,346,530.8         398,356.6           1602         2,346,530.8         398,322.7           1603         2,346,530.9         398,322.7           1604         2,346,503.2         398,322.7 <tr< td=""><td>Average</td></tr<>	Average
1592         2,347,668.2         398,616.6           1593         2,347,554.2         398,516.6           1593         2,347,554.2         398,517.8           1594         2,347,554.2         398,507.8           1595         2,347,294.0         398,507.8           1596         2,347,098.8         398,470.4           1597         2,346,935.0         398,470.4           1598         2,346,792.2         398,330.1           1599         2,346,792.2         398,3380.1           1509         2,346,792.2         398,3380.1           1600         2,346,633.0         398,356.6           1601         2,346,588.8         398,356.6           1601         2,346,490.5         398,356.6           1601         2,346,580.8         398,356.6           1601         2,346,590.0         398,356.6           1602         2,346,500.5         398,356.6           1602         2,346,590.5         398,356.6           1602         2,346,590.5         398,356.6           1602         2,346,590.5         398,356.6           1603         2,346,590.5         398,352.7           1604         2,346,503.2         398,323.7      <	Average
1593         2,347,554.2         398,588.7           1594         2,347,394.0         398,547.8           1594         2,347,394.0         398,547.8           1595         2,347,394.0         398,507.8           1596         2,347,088.8         398,470.4           1596         2,346,935.0         398,433.7           1598         2,346,792.2         398,399.2           1599         2,346,792.2         398,399.2           1599         2,346,792.2         398,399.2           1599         2,346,792.2         398,390.1           1599         2,346,792.2         398,390.2           1600         2,346,588.8         398,356.6           1601         2,346,580.8         398,356.6           1601         2,346,580.8         398,356.6           1601         2,346,580.8         398,356.6           1602         2,346,580.8         398,356.6           1603         2,346,580.8         398,356.6           1603         2,346,590.5         398,356.6           1603         2,346,590.5         398,322.7           1605         2,346,078.0         398,322.7           1605         2,346,078.0         398,322.3 <tr< td=""><td>Average</td></tr<>	Average
1594         2,347,394.0         398,547.8           1595         2,347,237.5         398,507.8           1596         2,347,038.8         398,470.4           1597         2,346,935.0         398,470.4           1598         2,346,935.0         398,433.7           1599         2,346,935.0         398,433.7           1599         2,346,706.2         398,399.2           1599         2,346,706.2         398,380.1           1600         2,346,538.8         398,356.6           1601         2,346,588.8         398,356.6           1601         2,346,530.8         398,356.6           1601         2,346,588.8         398,356.6           1601         2,346,580.8         398,356.6           1602         2,346,580.8         398,356.6           1603         2,346,590.5         398,356.6           1603         2,346,590.5         398,322.7           1603         2,346,078.0         398,322.7           1604         2,346,078.0         398,322.7           1605         2,346,078.0         398,322.7           1606         2,346,078.0         398,322.7           1605         2,346,078.0         398,322.3 <tr< td=""><td>Average</td></tr<>	Average
1595         2,347,237.5         398,507.8           1596         2,347,088.8         398,470.4           1596         2,347,088.8         398,470.4           1597         2,346,935.0         398,433.7           1599         2,346,706.2         398,389.2           1599         2,346,633.0         398,380.1           1600         2,346,588.8         398,366.2           1601         2,346,588.8         398,356.6           1601         2,346,588.8         398,356.6           1601         2,346,588.8         398,356.6           1601         2,346,580.8         398,356.6           1602         2,346,580.8         398,356.6           1603         2,346,580.8         398,356.6           1603         2,346,590.0         398,356.6           1604         2,346,590.0         398,322.7           1605         2,346,203.2         398,326.2           1606         2,346,078.0         398,306.2           1606         2,346,078.0         398,322.7           1608         2,346,078.0         398,322.7           1608         2,345,987.5         398,206.2           1608         2,345,987.5         398,223.5 <tr< td=""><td>Average</td></tr<>	Average
1596         2,347,088.8         398,470.4           1597         2,346,935.0         398,433.7           1598         2,346,792.2         398,3399.2           1599         2,346,792.2         398,3390.1           1600         2,346,633.0         398,366.2           1601         2,346,633.0         398,366.2           1601         2,346,638.8         398,366.2           1601         2,346,588.8         398,366.2           1601         2,346,588.8         398,366.2           1601         2,346,588.8         398,366.2           1602         2,346,588.8         398,366.2           1603         2,346,580.8         398,366.2           1604         2,346,299.0         398,306.2           1604         2,346,203.2         398,306.2           1604         2,346,078.0         398,306.2           1606         2,346,078.0         398,306.2           1606         2,346,078.0         398,306.2           1606         2,345,987.5         398,207.9           1608         2,345,987.5         398,223.5           1608         2,345,987.5         398,223.5           1611         2,345,649.0         398,126.2      <	Average
1597         2,346,935.0         398,433.7           1598         2,346,792.2         398,389.2           1598         2,346,792.2         398,380.1           1600         2,346,706.2         398,380.1           1600         2,346,633.0         398,366.2           1601         2,346,588.8         398,356.6           1601         2,346,490.5         398,356.6           1602         2,346,380.8         398,356.6           1603         2,346,380.8         398,356.6           1603         2,346,380.8         398,356.6           1604         2,346,380.8         398,356.2           1605         2,346,380.8         398,356.2           1606         2,346,152.0         398,322.7           1605         2,346,078.0         398,287.9           1606         2,346,078.0         398,281.8           1608         2,346,078.0         398,223.5           1608         2,345,07.0         398,223.5           1610         2,345,97.5         398,233.5           1611         2,345,647.5         398,223.5           1611         2,345,647.0         398,156.1           1612         2,345,649.0         398,156.2	Average
1598         2,346,792.2         398,399.2           1599         2,346,706.2         398,380.1           1509         2,346,706.2         398,380.1           1600         2,346,588.8         398,356.6           1601         2,346,588.8         398,356.6           1601         2,346,588.8         398,356.6           1603         2,346,380.8         398,356.6           1603         2,346,380.8         398,356.6           1603         2,346,380.8         398,356.6           1603         2,346,299.0         398,322.7           1604         2,346,203.2         398,326.2           1605         2,346,078.0         398,261.8           1606         2,346,078.0         398,261.8           1607         2,346,078.0         398,261.8           1608         2,346,078.0         398,261.8           1609         2,345,987.5         398,261.8           1601         2,345,987.5         398,223.5           1611         2,345,647.0         398,223.5           1611         2,345,647.0         398,126.4           1612         2,345,647.0         398,126.4           1611         2,345,647.0         398,126.2 <tr< td=""><td>Average</td></tr<>	Average
1599         2,346,706.2         398,380.1           1600         2,346,633.0         398,366.2           1601         2,346,588.8         398,356.6           1601         2,346,588.8         398,356.6           1602         2,346,588.8         398,356.6           1603         2,346,580.8         398,356.6           1603         2,346,380.8         398,325.7           1604         2,346,299.0         398,306.2           1604         2,346,203.2         398,306.2           1605         2,346,203.2         398,306.2           1606         2,346,078.0         398,306.2           1606         2,346,078.0         398,207.9           1608         2,345,987.5         398,261.8           1608         2,345,987.5         398,238.3           1608         2,345,987.5         398,238.3           1610         2,345,987.5         398,2233.5           1611         2,345,647.0         398,126.1           1611         2,345,649.0         398,186.1           1612         2,345,649.0         398,116.1           1613         2,345,637.0         398,126.2           1613         2,345,649.0         398,126.2 <td>Average</td>	Average
1600         2,346,633.0         398,366.2           1601         2,346,588.8         398,356.6           1601         2,346,588.8         398,356.6           1602         2,346,588.8         398,356.6           1603         2,346,588.8         398,356.6           1603         2,346,580.8         398,356.6           1603         2,346,380.8         398,330.2           1604         2,346,299.0         398,306.2           1605         2,346,203.2         398,306.2           1606         2,346,152.0         398,306.2           1606         2,346,078.0         398,207.9           1606         2,345,987.5         398,261.8           1608         2,345,987.5         398,233.3           1608         2,345,987.5         398,233.3           1610         2,345,923.2         398,223.5           1611         2,345,649.0         398,1264.8           1611         2,345,649.0         398,186.1           1612         2,345,649.0         398,1264.2           1613         2,345,637.0         398,1264.2	Average
1601         2,346,588.8         398,356.6           1602         2,346,490.5         398,356.6           1603         2,346,490.5         398,339.2           1603         2,346,380.8         398,339.2           1603         2,346,380.8         398,339.2           1604         2,346,299.0         398,306.2           1605         2,346,152.0         398,287.9           1606         2,346,152.0         398,287.9           1607         2,346,078.0         398,277.4           1608         2,345,987.5         398,277.4           1608         2,345,937.5         398,277.4           1609         2,345,923.2         398,261.8           1609         2,345,923.2         398,2238.3           1610         2,345,647.5         398,223.5           1611         2,345,649.0         398,154.8           1612         2,345,649.0         398,154.8           1613         2,345,649.0         398,126.2           1613         2,345,637.0         398,126.2           1613         2,345,637.0         398,126.2	Average
1602         2,346,490.5         398,339.2           1603         2,346,380.8         398,339.2           1603         2,346,380.8         398,322.7           1604         2,346,380.8         398,326.2           1605         2,346,299.0         398,306.2           1605         2,346,078.0         398,206.2           1606         2,346,078.0         398,207.4           1607         2,346,078.0         398,261.8           1607         2,346,078.0         398,261.8           1608         2,345,987.5         398,261.8           1608         2,345,987.5         398,2233.5           1610         2,345,647.5         398,2233.5           1611         2,345,649.0         398,1186.1           1612         2,345,649.0         398,116.1           1612         2,345,637.0         398,126.2           1613         2,345,537.0         398,126.2	Average
1603         2,346,380.8         398,322.7           1604         2,346,299.0         398,306.2           1605         2,346,203.2         398,306.2           1606         2,346,203.2         398,306.2           1606         2,346,203.2         398,306.2           1606         2,346,078.0         398,277.4           1607         2,345,087.5         398,261.8           1608         2,345,987.5         398,261.8           1608         2,345,987.5         398,238.3           1609         2,345,923.2         398,238.3           1610         2,345,923.2         398,223.5           1611         2,345,647.0         398,1186.1           1612         2,345,649.0         398,154.8           1613         2,345,637.0         398,154.8           1613         2,345,537.0         398,126.2	Average
1604         2,346,299.0         398,306.2           1605         2,346,203.2         398,287.9           1606         2,346,152.0         398,277.4           1606         2,346,078.0         398,277.4           1607         2,346,078.0         398,277.4           1608         2,345,987.5         398,261.8           1608         2,345,987.5         398,238.3           1609         2,345,987.5         398,223.5           1609         2,345,923.2         398,223.5           1610         2,345,649.0         398,186.1           1611         2,345,649.0         398,1164.8           1612         2,345,649.0         398,1154.8           1613         2,345,637.0         398,126.2	Average
1605         2,346,203.2         398,287.9           1606         2,346,152.0         398,277.4           1607         2,346,078.0         398,261.8           1608         2,345,987.5         398,261.8           1609         2,345,987.5         398,223.5           1609         2,345,987.5         398,223.5           1609         2,345,923.2         398,223.5           1610         2,345,649.0         398,113           1611         2,345,649.0         398,1164.8           1613         2,345,649.0         398,126.2           1613         2,345,537.0         398,1264.8	Average
1606         2,346,152.0         398,277.4           1607         2,346,078.0         398,261.8           1608         2,345,987.5         398,261.8           1609         2,345,987.5         398,223.5           1609         2,345,923.2         398,223.5           1610         2,345,867.5         398,223.5           1611         2,345,649.0         398,186.1           1612         2,345,649.0         398,154.8           1613         2,345,537.0         398,126.2	Average
1607         2,346,078.0         398,261.8           1608         2,345,987.5         398,238.3           1609         2,345,987.5         398,223.5           1610         2,345,987.5         398,223.5           1611         2,345,867.5         398,221.3           1611         2,345,649.0         398,164.8           1612         2,345,649.0         398,154.8           1613         2,345,637.0         398,126.2	Average
1608         2,345,987.5         398,238.3           1609         2,345,923.2         398,223.5           1610         2,345,867.5         398,211.3           1611         2,345,867.5         398,211.3           1611         2,345,649.0         398,154.8           1612         2,345,649.0         398,154.8           1613         2,345,637.0         398,126.2	Average
1609         2,345,923.2         398,223.5           1610         2,345,867.5         398,211.3           1611         2,345,770.0         398,186.1           1612         2,345,649.0         398,154.8           1613         2,345,633.7.0         398,156.2	Average
1610         2,345,867.5         398,211.3           1611         2,345,770.0         398,186.1           1612         2,345,649.0         398,154.8           1613         2,345,537.0         398,126.2	Average
1611         2,345,770.0         398,186.1           1612         2,345,649.0         398,154.8           1613         2,345,537.0         398,126.2	Average
1612 2,345,649.0 398,154.8 1613 2,345,537.0 398,126.2	Average
1613 2,345,537.0 398,126.2	Average
	Average
point1614 1614 2,345,415.2 398,094.9 27.00	Average
1615	Average
1616	Average
point1617 1617 2,345,203.0 398,035.8 27.00	Average

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	point1618				7.00	Average
	point1619				27.00	Average
	point1620	1620	2,344,974.2	397,930.5	27.00	Average
	point1621	1621	2,344,895.0	397,882.7	27.00	Average
	point1622	2 1622	2,344,831.5	397,839.2	27.00	Average
	point1623	3 1623	2,344,790.5	397,806.9	27.00	Average
	point1624	1624	2,344,731.5	397,759.1	27.00	Average
	point1625	5 1625	2,344,695.0	397,726.0	27.00	Average
	point1626	3 1626	2,344,654.0	397,686.0	27.00	Average
	point1627	7 1627	2,344,598.2	397,625.1	27.00	Average
	point1628	3 1628	2,344,527.5	397,544.6	27.00	Average
	point1629	9 1629	2,344,459.8	397,466.3	27.00	Average
	point1630	1630	2,344,363.0	397,357.5	27.00	Average
	point1631	1631	2,344,299.5	397,287.1	27.00	Average
	point1632	2 1632	2,344,201.2	397,177.4	27.00	Average
	point1633	3 1633	2,344,130.8	397,098.2	27.00	Average
	point1634	t 1634	2,344,064.8	397,024.3	27.00	Average
	point1635	5 1635	2,343,997.8		27.00	Average
	point1636	1636	2,343,940.8	396,883.8	27.00	Average
	point1637	7 1637	2,343,855.5	396,789.8	27.00	Average
	point1638	3 1638	2,343,784.2	396,711.5	27.00	Average
	point1639	9 1639	2,343,688.5		27.00	Average
	point1640	1640	2,343,625.0	396,576.6	27.00	Average
	point1641	1641	2,343,567.5	396,534.8	27.00	Average
	point1642	1642	2,343,496.2	396,490.5	27.00	Average
	point1643	1643	2,343,460.5	396,468.7	27.00	Average
	point1644	1644	2,343,424.0	396,449.6	27.00	Average
	point1645	1645	2,343,384.8		27,00	Average
5	point1646	3 1646	2,343,242.2	396,352.1	28.00	Average
	point1647	1647	2,343,129.0	396,290.4	28.00	Average
	point1648	1648	2,342,996.5	396,219,4	28,00	Average
	point1649	1649	2,342,868.5	396,151.6	28.00	Average
	point1650	1650	2,342,806.8	396,120.2	29.00	Average
	point1651	1651	2,342,654.5	396,038.4	29.00	Average
	point1652	1652	2,342,545.0	395,979.3	29.00	Average
	point1653	1653	2,342,355.2	395,875.8	30.00	Average
	point1654	1654	2,342,198.8	395,791.3	30.00	Average
		0107	0 1 10 01 0 0	20E 70E 4	00.00	Aumon

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### C:\Clements Ferry TNM\Build 2040rev

	DCD HIND	000	9.7CR 14C'Z	282,003.0	20.00	Average
	point1657	1657	2,341,881.0	395,619.9	30.00	Average
	point1658	1658	2,341,837.0	395,597.7	30.00	Average
	point1659	1659	2,341,803.2	395,578.6	30.00	Average
	point1660	1660	2,341,691.8	395,522.0	30.00	Average
	point1661	1661	2,341,441.2	395,388.9	30.00	Average
	point1662	1662	2,340,720.0	394,972.2	30.00	
Point Hope Turnlane	12.0 point1670	1670	2,346,400.5	398,254.0	28.00	Average
•	point1671	1671	2,346,670.2	398,303.6	28.00	Average
	point1672	1672	2,346,945.2	398,362.7	28.00	
EB Left Tumlane Point Hope	12.0 point1673	1673	2,346,550.2	398,314.9	28.00	Average
	point1674	1674	2,346,669.2	398,343.6	28.00	Average
	point1675	1675	2,346,902.5	398,394.9	29.00	Average
	point1676	1676	2,346,947.8	398,406.2	29.00	
WB Tum Point Hope	12.0 point1677	1677	2,347,679.5	398,596.1	30,00	Average
	point1678	1678	2,347,543.0	398,556.0	30.00	Average
	point1679	1679	2,347,396.8	398,518.6	30.00	Average
	point1680	1680	2,347,214.0	398,473.4	30.00	Average
	point1681	1681	2,347,080.0	398,436.8	29.00	
EB Left Turn East of Point Hope	12.0 point1682	1682	2,348,093.2	398,697.3	30.00	Average
	point1683	1683	2,348,157.8	398,723.4	30.00	Average
	point1684	1684	2,348,262.0	398,772.2	30.00	Average
	point1685	1685	2,348,327.2	398,800.0	30.00	Average
	point1686	1686	2,348,384.8	398,826.1	30.00	
EB Aux Lane	12.0 point1687	1687	2,348,040.2	398,642.5	30.00	Average
	point1688	1688	2,348,080.2	398,655.6	30.00	Average
	point1689	1689	2,348,173.2	398,689.5	30.00	Average
	point1690	1690	2,348,285.5	398,737.4	30.00	Average
	point1691	1691	2,348,350.8	398,767.8	30.00	Average
	point1692	1692	2,348,404.0	398,791.3	30.00	
WB Left Turn East of Point Hope	12.0 point1693	1693	2,348,738.5	399,040.5	30.00	Average
	point1694	1694	2,348,616.8	398,955.2	30.00	Average
	point1695	1695	2,348,510.5	398,890.8	30.00	
EB Right Turn Lane Nelliefield	12.0 point1696	1696	2,350,748.0	400,298.5	30.00	Average
	point1697	1697	2,350,774.0	400,316.8	30.00	Average
	point1698	1698	2,350,818.2	400,348.1	30.00	Average
	point1699	1699	2,350,843.5	400,366.3	30.00	Average
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EB Left Turn Lane at Nelliefield	12.0	point1701	1701	2,350,681.8	400,292.4	30.00	Average
		point1702	1702	2,350,726.2	400,325.4	30.00	Average
		point1703	1703	2,350,748.8	400,342.8	31.00	Average
		point1704	1704	2,350,795.8	400,375.0	31.00	Average
		point1705	1705	2,350,821.8	400,389.8	31.00	Average
		point1706	1706	2,350,923.8	400,456.0	31.00	
EB Right Turn at the Penninsula	12.0	point1707	1707	2,351,175.5	400,565.9	31.00	Average
		point1708	1708	2,351,307.8	400,638.2	31.00	Average
		point1709	1709	2,351,423.5	400,696.4	31.00	
WB Left Turn at Nelliefield	12.0	point1710	1710	2,351,345.2	400,707.8	31.00	Average
		point1711	1711	2,351,285.2	400,671.2	31.00	Average
		point1712	1712	2,351,157.2	400,601.6	31.00	Average
		point1713	1713	2,351,079.8	400,558.1	31.00	Average
		point1714	1714	2,351,025.0	400,523.3	31.00	-
WB Left Turn at Penninsula	12.0	point1715	1715	2,351,872.5	400,946.5	30.00	Average
		point1716	1716	2,351,847.2	400,933.5	30.00	Average
	-	point1717	1717	2,351,741.0	400,885.6	30.00	Average
		point1718	1718	2,351,617.5	400,831.7	31.00	Average
		point1719	1719	2,351,533.2	400,793.4	31.00	
EB Left Tum at River Reach	12.0	point1720	1720	2,352,859.5	401,441.5	26.00	Average
		point1721	1721	2,352,973.2	401,509.4	25.00	Average
		point1722	1722	2,353,035.8	401,543.3	25.00	Average
		point1723	1723	2,353,112.8	401,581.2	25.00	
WB LEft Turn at River Reach	12.0	point1724	1724	2,353,456.8	401,773.6	24.00	Average
		point1725	1725	2,353,378.5	401,727.9	24.00	Average
		point1726	1726	2,353,347.2	401,707.0	25.00	Average
		point1727	1727	2,353,229.8	401,647.0	25.00	
EB Left Turn at Cainhoy VIIIage	12.0	point1728	1728	2,354,425.8	402,268.3	21.00	Average
		point1729	1729	2,354,506.5	402,314.0	21.00	Average
		point1730	1730	2,354,565.2	402,353.1	21.00	Average
		point1731	1731	2,354,669.8	402,407.9	20.00	Average
		point1732	1732	2,354,887.8	402,521.5	20.00	Average
		point1733	1733	2,355,009.0	402,578.9	20.00	
WB Left Turn at Cainhoy Village	12.0	point1734	1734	2,355,399.2	402,693.8	19.00	Average
		point1735	1735	2,355,343.2	402,680.8	19.00	Average
		point1736	1736	2,355,289.8	402,670.3	20.00	Average
		point1737	1737	2,355,190.5	402,642.9	20.00	Average
		noint1738	1730	2 366 138 2	402 631 2	20.00	

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	0.21	point1739	1739	2,355,378.5	402,721.2	19.00	Average
		point1740	1740	2,355,329.0	402,716.0	19.00	Average
		point1741	1741	2,355,274.0	402,704.2	19.00	Average
		point1742	1742	2,355,173.5	402,680.8	20.00	Average
		point1743	1743	2,355,126.5	402,669.0	20.00	
WB Left Turn at Oak Bluff	12.0	point1744	1744	2,357,353.8	402,409.2	16.00	Average
		point1745	1745	2,357,227.2	402,424.9	16.00	Average
		point1746	1746	2,357,149.0	402,438.0	16.00	Average
		point1747	1747	2,357,087.5	402,452.3	16.00	
EB Left Turn at Cainhoy	12.0	point1748	1748	2,357,723.2	402,344.0	16.00	Average
		point1749	1749	2,357,822.5	402,344.0	16.00	Average
		point1750	1750	2,358,000.0	402,361.0	16.00	Average
		point1751	1751	2,358,239.0	402,388.4	16.00	
EB Left Turn at Reflectance	12.0	point1752	1752	2,360,036.0	402,350.2	14.00	Average
		point1753	1753	2,360,157.5	402,346.3	14.00	Average
		point1754	1754	2,360,281.5	402,338.5	14.00	Average
		point1755	1755	2,360,425.0	402,332.0	14.00	
WB Right Turn at Bennington	12.0	point1756	1756	2,361,267.0	402,205.1	13.00	Average
		point1757	1757	2,361,222.8	402,227.3	13.00	Average
		point1758	1758	2,361,181.0	402,246.9	13.00	
WB Right Turn at SC 41	12.0	point1759	1759	2,361,957.8	400,743.8	10.00	Average
		point1760	1760	2,361,964.2	400,789.4	10.00	Average
		point1761	1761	2,361,972.0	400,858.6	10.00	Average
		point1762	1762	2,361,980.0	400,930.4	10.00	Average
		point1763	1763	2,361,981.2	400,993.1	10.00	Average
		point1764	1764	2,362,003.5	401,034.8	10.00	Average
		point1765	1765	2,362,028.2	401,062.2	10.00	Average
		point1766	1766	2,362,058.2	401,083.1	10.00	
EB Right Turn onto CF from SC 41	12.0		1767	2,362,050.2	401,114.4	10.00	Average
	:	point1768	1768	2,362,019.0	401,107.9	10.00	Average
		point1769	1769	2,361,993.0	401,114.4	10.00	Average
		point1770	1770	2,361,973.2	401,128.8	10.00	Average
		point1771	1771	2,361,966.8	401,140.5	10.00	
WB Left Turn at Business	12.0		1772	2,345,624.5	398,125.4	27.00	Average
		point1773	1773	2,345,525.2	398,095.4	26.00	Average
		point1774	1774	2,345,439.0	398,071.9	26.00	Average
3		point1775	1775	2,345,373.8	398,056.2	26.00	
WB Left Turn to Bradbury	12.0	point1776	1776	2,343,041.2	396,216.6	27.00	Average

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		point1777	1777	2,342,989.2	396, 191.8	27.00	 Average
		point1778	1778	2,342,908.2	396,147.4	27.00	Average
		point1779	1779	2,342,858.8	396,118.7	27.00	
EB Left Tum to Steel	12.0	point1780	1780	2,342,484.0	395,911.2	29.00	Average
		point1781	1781	2,342,561.0	395,955.6	29.00	Average
		point1782	1782	2,342,668.0	396,013.0	29.00	Average
		point1783	1783	2,342,730.8	396,045.6	29.00	
WB Right Turn to Jack Primus	12.0	point1784	1784	2,342,107.5	395,755.3	30.00	Average
		point1785	1785	2,342,068.2	395,735.8	30.00	Average
		point1786	1786	2,341,953.2	395,674.4	30.00	Average
		point1787	1787	2,341,869.8	395,630.0	30.00	Average
	-	point1788	1788	2,341,837.2	395,611.8	30.00	
WB Left Turn to Royal Assembly	12.0	point1789	1789	2,342,082.5	395,704.4	30.00	Average
		point1790	1790	2,341,969.0	395,644.4	30.00	Average
		point1791	1791	2,341,890.8	395,602.6	30.00	Average
		point1792	1792	2,341,852.8	395,581.7	30.00	
North Shared Use Path	10.0	point1793	1793	2,361,981.2	401,165.5	10.00	Average
		point1794	1794	2,361,966.5	401,257.6	11.00	Average
		point1795	1795	2,361,956.5	401,297.3	11.00	Average
		point1796	1796	2,361,942.2	401,353.8	11.00	Average
		point1797	1797	2,361,919.5	401,435.1	11.00	Average
		point1798	1798	2,361,888.5	401,520.5	11.00	Average
		point1799	1799	2,361,852.2	401,605.9	11.00	Average
		point1800	1800	2,361,788.2	401,728.0	11.00	Average
		point1801	1801	2,361,742.5	401,796.7	12.00	Average
		point1802	1802	2,361,696.8	401,857.8	12.00	Average
		point1803	1803	2,361,628.2	401,937.9	12.00	Average
		point1804	1804	2,361,570.5	401,997.5	12.00	Average
		point1805	1805	2,361,454.8	402,097.0	13.00	Average
		point1806	1806	2,361,372.0	402,155.5	13.00	Average
		point1807	1807	2,361,291.2	402,206.0	13.00	Average
		point1808	1808	2,361,201.2	402,260.5	13.00	Average
		point1809	1809	2,361,070.0	402,302.2	13.00	Average
		point1810	1810	2,361,002.2	402,321.7	13.00	Average
	5	point1811	1811	2,360,936.2	402,337.8	13.00	Average
		point1812	1812	2,360,879.8	402,349.2	13.00	Average
		point1813	1813	2,360,824.0	402,358.7	13.00	Average
		point1814	1814	2.360,755.2	402,365.4	14.00	Average

	point1815	1815	2,360,674.0	402,370.1	14.00	
	point1816	1816	2,360,508.5	402,375.5	14.00	
	point1817	1817	2,360,456.8	402,379.5	14.00	
	point1818	1818	2,360,293.2	402,387.6	14.00	
	point1819	1819	2,359,863.5	402,406.4	14.00	
	point1820	1820	2,359,611.2	402,419.2	15.00	
	point1821	1821	2,359,380.0	402,430.7	15.00	
	point1822	1822	2,359,272.5	402,434.7	15.00	
	point1823	1823	2,359,060.5	402,444.1	15.00	
-	point1824	1824	2,358,844.5	402,454.8	15.00	
	point1825	1825	2,358,677.2	402,462.2	15.00	
	point1826	1826	2,358,620.0	402,463.6	15.00	
	point1827	1827	2,358,543.2	402,463.6	15.00	
	point1828	1828	2,358,392.5	402,454.8	16.00	
	point1829	1829	2,358,243.5	402,438.0	16.00	
	point1830	1830	2,357,990.8	402,407.8	16.00	
	point1831	1831	2,357,817.8	402,393.7	16.00	
	point1832	1832	2,357,721.5	402,393.7	16.00	
-	point1833	1833	2,357,665.8	402,396.3	16.00	
	point1834	1834	2,357,574.2	402,407.8	16.00	
	point1835	1835	2,357,396.2	402,443.9	16.00	
	point1836	1836	2,357,091.5	402,499.1	16.00	
	point1837	1837	2,356,901.2	402,535.4	16.00	
	point1838	1838	2,356,690.0	402,571.1	16.00	
	point1839	1839	2,356,491.0	402,607.2	17.00	
	point1840	1840	2,356,291.2	402,642.9	17.00	
	point1841	1841	2,356,138.5	402,670.5	17.00	
	point1842	1842	2,356,020.8	402,690.7	18.00	
	point1843	1843	2,355,864.0	402,720.2	18.00	
	point1844	1844	2,355,735.0	402,741.8	18.00	
	point1845	1845	2,355,585.0	402,745.8	19.00	
	point1846	1846	2,355,439.8	402,741.8	19.00	
	point1847	1847	2,355,328.8	402,737.1	19.00	
	point1848	1848	2,355,270.2	402,725.0	19.00	
	point1849	1849	2,355,167.5	402,700.1	20.00	
	point1850	1850	2,355,073.2	402,659.1	20.00	
	point1851	1851	2,355,013.2	402,637.5	20.00	
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point1854           point1855           point1856           point1856           point1856           point1856           point1856           point1858           point1858           point1858           point1858           point1858           point1858           point1861           point1865           point1865           point1865           point1865	1854 1855 1855 1856	2,354,632.0	402,444,5	0016	Average	
point1854           point1855           point1856           point1856           point1856           point1856           point1856           point1858           point1858           point1858           point1858           point1858           point1858           point1861           point1865           point1865           point1865           point1865		2,354,632.0	402 444 5		AVERAD	
point1855           point1856           point1856           point1856           point1858           point1858           point1858           point1860           point1861           point1863           point1864           point1865           point1865			)	×1.00	1771040	
point1856           point1856           point1858           point1858           point1860           point1861           point1862           point1863           point1864           point1865		2,354,413.0	402,325.0	21.00	Average	
point1857           point1858           point1858           point1861           point1862           point1862           point1863           point1864           point1865		2,354,246.2	402,236.2	22.00	Average	
point1858 point1859 point1860 point1861 point1863 point1863 point1863	1857	2,354,136.5	402,180.4	22.00	Average	
point1859           point1860           point1861           point1862           point1863           point1863           point1863           point1863	1858	2,353,902.5	402,056.0	23.00	Average	
point1860 point1861 point1862 point1863 point1864	1859	2,353,715.5	401,957.8	23.00	Average	
point1861 point1862 point1863 point1864 point1865	1860	2,353,517.2	401,853.8	23.00	Average	
point1862 point1863 point1864 point1865	1861	2,353,326.2	401,752.2	24.00	Average	
point1863 point1864 point1865	1862	2,353,251.5	401,713.2	24.00	Average	
point1864 point1865	1863	2,353,012.8	401,588.8	25.00	Average	
point1865	1864	2,352,829.0	401,492.6	26.00	Average	
noint1066	1865	2,352,694.5	401,420.6	27.00	Average	
huntine unit	1866	2,352,547.5	401,342.9	27.00	Average	
point1867	1867	2,352,382.0	401,257.5	28.00	Average	
point1868	1868	2,352,243.2	401,181.5	28.00	Average	
point1869	1869	2,352,149.8	401,135.1	29.00	Average	
point1870	1870	2,352,091.2	401,103.4	29.00	Average	
point1871	1871	2,351,965.5	401,036.8	30.00	Average	
point1872	1872	2,351,830.2	400,974.3	30.00	Average	
point1873	1873	2,351,724.8	400,927.9	30.00	Average	
point1874	1874	2,351,597.0	400,871.0	31.00	Average	
point1875	1875	2,351,499.5	400,828.6	31.00	Average	
point1876	1876	2,351,447.0	400,802.4	31.00	Average	
point1877	1877	2,351,393.2	400,777.5	31.00	Average	
point1878	1878	2,351,259.5	400,705.5	31.00	Average	
point1879	1879	2,351,133.0	400,638.9	31.00	Average	
point1880	1880	2,351,052.2	400,593.2	31.00	Average	
point1881	1881	2,350,979.5	400,552.8	31.00	Average	
point1882	1882	2,350,917.0	400,512.5	31.00	Average	
point1883	1883	2,350,791.2	400,431.1	31.00	Average	
point1884	1884	2,350,760.2	400,411.6	31.00	Average	
point1885	1885	2,350,719.2	400,385.4	31.00	Average	
point1886	1886	2,350,681.8	400,359.8	30.00	Average	
point1887	1887	2,350,611.2	400,311.7	30.00	Average	
point1888	1888	2,350,536.8	400,259.2	30.00	Average	
point1889	1889	2,350,412.8	400,167.7	30.00	Average	
point1890	1890	2,350,254.8	400,056.1	30.00	Average	

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point1891		2,350,113.5	399,959.2	30.00		Average
point1892	1892 2,	2,349,933.0	399,843.4	30.00		Average
point1893	1893 2,3	2,349,730.5	399,718.3	30.00		Average
point1894	1894 2.	2,349,575.8	399,619.4	30.00		Average
point1895	1895 2.	2,349,488.2	399,564.9	30.00		Average
point1896	1896 2.	2,349,378.8	399,496.3	30.00		Average
point1897	1897 2,3	2,349,301.0	399,446.2	30.00		Average
point1898	1898 2,3	2,349,192.8	399,379.6	30.00		Average
point1899	1899 2,3	2,349,042.0	399,284.1	30.00		Average
point1900	1900 2,3	2,348,896.8	399, 190.6	30.00		Average
point1901	1901 2,3	2,348,724.0	399,083.6	30.00		Average
point1902	1902 2,3	2,348,575.2	398,988.8	30.00		Average
point1903	1903 2,3	2,348,474.5	398,927.4	30.00		Average
point1904	1904 2,3	2,348,406.5	398,892.5	30.00		Average
point1905	1905 2,3	2,348,292.2	398,838.0	30.00		Average
point1906	1906 2,3	2,348,225.5	398,808.4	30.00		Average
point1907	1907 2,3	2,348,121.2	398,766.7	30.00		Average
point1908	1908 2,3	2,348,035.2	398,737.1	30.00	-	Average
point1909	1909 2,3	2,347,920.2	398,704.1	30.00		Average
point1910	1910 2,3	2,347,804.0	398,670.5	30.00		Average
point1911	1911 2,3	2,347,664.0	398,636.2	30.00		Average
point1912	1912 2,5	2,347,551.0	398,608.6	30.00		Average
point1913	1913 2,3	2,347,392.5	398,568.8	30.00		Average
point1914	1914 2,	2,347,230.2	398,527.8	30.00		Average
point1915	1915 2,3	2,347,081.0	398,490.8	29.00		Average
point1916	1916 2,3	2,346,929.5	398,453.8	29.00		Average
point1917	1917 2,3	2,346,789.8	398,418.8	29.00		Average
point1918	1918 2,3	2,346,706.2	398,401.3	28.00		Average
point1919	1919 2,3	2,346,629.0	398,385.8	28.00		Average
point1920	1920 2,3	2,346,583.8	398,377.8	28.00		Average
point1921	1921 2,3	2,346,487.0	398,360.3	28.00		Average
point1922	1922 2,3	2,346,381.0	398,344.3	28.00		Average
point1923	1923 2,3	2,346,290.0	398,326.1	28.00		Average
point1924	1924 2,3	2,346,198.0	398,308.7	28.00		Average
point1925	1925 2,3	2,346,142.0	398,297.2	28.00		Average
point1926	1926 2,3	2,346,073.5	398,282.4	28.00		Average
point1927	1927 2.3	2,345,982.0	398,260.2	27.00		Average
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INPUT: ROADWAYS

Clements Ferry Phase 2 Widening

INPUT: ROADWAYS					Cleme	<b>Clements Ferry Phase 2 Widening</b>	ning
	point1929	1929	2,345,859.5	398,231.3	27.00		Average
	point1930	1930	2,345,763.5	398,207.1	27.00		Average
	point1931	1931	2,345,646.2	398,176.1	27.00		Average
	point1932	1932	2,345,533.2	398,147.2	27.00	-	Average
	point1933	1933	2,345,413.0	398,116.8	27.00		Average
	point1934	1934	2,345,313.5	398,091.9	27.00		Average
	point1935	1935	2,345,250.2	398,073.1	27.00		Average
	point1936	1936	2,345,190.5	398,052.2	27.00		Average
	point1937	1937	2,345,103.8	398,017.9	27.00		Average
	point1938	1938	2,345,029.8	397,983.7	27.00		Average
	point1939	1939	2,344,961.8	397,945.3	27.00		Average
	point1940	1940	2,344,883.0	397,898.2	27.00		Average
	point1941	1941	2,344,815.8	397,853.2	27.00		Average
	point1942	1942	2,344,770.8	397,818.8	27.00		Average
	point1943	1943	2,344,715.5	397,771.8	27.00		Average
	point1944	1944	2,344,682.0	397,740.2	27.00		Average
	point1945	1945	2,344,636.2	397,697.8	27.00		Average
	point1946	1946	2,344,583.0	397,639.2	27.00		Average
	point1947	1947	2,344,512.2	397,561.8	27.00		Average
	point1948	1948	2,344,443.0	397,481.1	27.00		Average
	point1949	1949	2,344,348.0	397,372.8	27.00		Average
	point1950	1950	2,344,284.2	397,303.5	27.00		Average
	point1951	1951	2,344,182.0	397,187.1	27.00		Average
	point1952	1952	2,344,115.8	397,111.4	27.00		Average
	point1953	1953	2,344,048.5	397,036.1	27.00		Average
	point1954	1954	2,343,980.5	396,962.1	27.00		Average
	point1955	1955	2,343,919.2	396,894.2	27.00		Average
	point1956	1956	2,343,840.8	396,803.3	27.00		Average
	point1957	1957	2,343,768.0	396,726.0	27.00		Average
	point1958	1958	2,343,677.5	396,642.2	27.00		Average
	point1959	1959	2,343,608.2	396,589.1	27.00		Average
	point1960	1960	2,343,549.0	396,548.0	27.00		Average
	point1961	1961	2,343,484.5	396,507.7	27.00		Average
	point1962	1962	2,343,449.5	396,486.8	27.00		Average
	point1963	1963	2,343,411.0	396,466.7	27.00		Average
	point1964	1964	2,343,376.2	396,447.8	27.00		Average
	point1965	1965	2,343,231.5	396,369.1	28.00		Average
	point1966	1966	2,343,117.2	396,307.9	28.00		Average

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	/ grant united	190/	Z,34Z,984.U	390,230.0	20.00	Average
	point1968	1968	2,342,863.2	396,173.2	28.00	Average
	point1969	1969	2,342,789.8	396, 135.6	29.00	Average
	point1970	1970	2,342,642.5	396,057.6	29.00	Average
	point1971	1971	2,342,534.2	395,997.7	29.00	Average
	point1972	1972	2,342,352.0	395,897.5	30.00	Average
	point1973	1973	2,342,182.5	395,806.7	30.00	Average
	point1974	1974	2,342,057.0	395,752.8	30.00	Average
	point1975	1975	2,341,940.0	395,690.9	30.00	Average
	point1976	1976	2,341,859.2	395,647.8	30.00	Average
	point1977	1977	2,341,823.0	395,628.3	30.00	
South Shared Use Path	10.0 point1978	1978	2,347,113.2	398,396.7	29.00	Average
	point1979	1979	2,347,268.8	398,435.9	30.00	Average
	point1980	1980	2,347,425.5	398,475.1	30.00	Average
	point1981	1981	2,347,579.5	398,513.6	30.00	Average
	point1982	1982	2,347,693.5	398,543.2	30.00	Average
	point1983	1983	2,347,843.0	398,579.2	30.00	Average
	point1984	1984	2,347,970.8	398,612.2	30.00	Average
	point1985	1985	2,348,085.5	398,636.2	30.00	Average
	point1986	1986	2,348,182.5	398,670.7	30.00	Average
	point1987	1987	2,348,298.0	398,718.1	30.00	Average
	point1988	1988	2,348,356.8	398,745.0	30.00	Average
	point1989	1989	2,348,462.5	398,811.0	30.00	Average
	point1990	1990	2,348,521.0	398,843.3	30.00	Average
	point1991	1991	2,348,645.5	398,916.2	30.00	Average
	point1992	1992	2,348,789.0	399,008.3	30.00	Average
	point1993	1993	2,348,951.2	399,107.9	30.00	Average
	point1994	1994	2,349,108.2	399,208.3	30.00	Average
	point1995	1995	2,349,262.8	399,305.2	30.00	Average
	point1996	1996	2,349,366.8	399,369.2	30.00	Average
	point1997	1997	2,349,446.5	399,420.8	30.00	Average
	point1998	1998	2,349,537.0	399,478.2	30.00	Average
	point1999	1999	2,349,639.5	399,543.5	30.00	Average
	point2000	2000	2,349,788.0	399,635.7	30.00	Average
	point2001	2001	2,349,989.5	399,764.2	30.00	Average
	point2002	2002	2,350,181.2	399,886.6	30.00	Average
	point2003	2003	2,350,317.8	399,978.9	30.00	Average

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Clements Ferry Phase 2 Widening

		2005	2 350 636 0	400 207 B	30.00	Average	
	point2006		2,350,678.8	400,238.8	30.00	Aver	Average
	point2007	<u> </u>	2,350,757.2	400,280.1	30.00	Avei	Average
	point2008	8 2008	2,350,785.2	400,298.7	31.00	Aver	Average
	point2009	9 2009	2,350,832.0	400,331.7	31.00	Aver	Average
	point2010	0 2010	2,350,856.8	400,348.9	31.00	Average	age
	point2011	1 2011	2,350,973.0	400,424.5	31.00	Aver	Average
	point2012	2 2012	2,351,046.0	400,479.5	31.00	Average	age
	point2013	3 2013	2,351,114.0	400,518.0	31.00	Average	age
	point2014	4 2014	2,351,193.0	400,550.3	31.00	Average	age
	point2015	5 2015	2,351,317.5	400,620.5	31.00	Average	age
	point2016	6 2016	2,351,434.5	400,678.2	31.00		
	5.0 point2017	7 2017	2,351,539.0	400,745.2	31.00	Average	age
	point2018	8 2018	2,351,636.8	400,787.6	30.00	Average	age
	point2019	9 2019	2,351,769.5	400,846.2	30.00	Average	age
	point2020	0 2020	2,351,884.5	400,896.8	30.00	Average	ege.
	point2021	1 2021	2,352,021.2	400,961.8	29.00	Average	age
	point2022	2 2022	2,352,154.0	401,025.3	29.00	Average	age
	point2023	3 2023	2,352,214.5	401,054.7	28.00	Average	age
	point2024	4 2024	2,352,304.0	401,102.7	28.00	Average	age
	point2025	5 2025	2,352,431.8	401,170.2	27.00	Average	age
	point2026	5 2026	2,352,597.8	401,259.8	27.00	Average	age
	point2027	7 2027	2,352,748.5	401,337.2	26.00	Average	age
	point2028	8 2028	2,352,882.2	401,409.7	26.00	Average	age
	point2029	9 2029	2,353,069.8	401,507.5	25.00	Average	age
	point2030	0 2030	2,353,306.5	401,628.5	25.00	Average	age
	point2031	1 2031	2,353,379.8	401,669.3	24.00	Average	age
	point2032	2032	2,353,581.0	401,777.7	23.00	Average	age
	point2033	3 2033	2,353,774.2	401,879.5	23.00	Average	age
	point2034	4 2034	2,353,966.5	401,979.7	22.00	Average	age
	point2035	5 2035	2,354,189.8	402,098.7	22.00	Average	age
	point2036	5 2036	2,354,298.5	402,154.7	21.00	Average	age
	point2037	7 2037	2,354,481.0	402,250.9	21.00	Average	age
	point2038	8 2038	2,354,706.0	402,371.5	20.00	Average	age
	point2039	9 2039	2,354,910.8	402,480.5	20.00	Average	age
	point2040	0 2040	2,354,980.8	402,513.9	20.00	Average	age
	point2041	1 2041	2,355,071.2	402,551.3	20.00	Average	age
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point2044	2044	2,355,324.8	402,625.5	19.00	Average
point2045	2045	2,355,367.8	402,631.2	19.00	Average
 point2046	2046	2,355,567.5	402,649.9	19.00	Average
point2047	2047	2,355,717.0	402,642.6	18.00	Average
point2048	2048	2,355,853.8	402,623.1	18.00	Average
point2049	2049	2,356,004.5	402,596.2	18.00	Average
point2050	2050	2,356,123.5	402,575.0	17.00	Average
point2051	2051	2,356,274.0	402,548.9	17.00	Average
point2052	2052	2,356,475.2	402,511.4	17.00	Average
point2053	2053	2,356,675.0	402,475.6	16.00	Average
point2054	2054	2,356,881.8	402,438.1	16.00	Average
point2055	2055	2,357,072.5	402,404.7	16.00	Average
point2056	2056	2,357,387.5	402,344.4	16.00	Average
point2057	2057	2,357,566.8	402,313.4	16.00	Average
point2058	2058	2,357,670.2	402,305.3	16.00	Average
point2059	2059	2,357,741.2	402,300.4	16.00	Average
point2060	2060	2,357,831.8	402,302.0	16.00	Average
point2061	2061	2,358,009.2	402,314.2	16.00	Average
point2062	2062	2,358,273.0	402,348.5	16.00	Average
point2063	2063	2,358,564.8	402,372.9	15.00	Average
point2064	2064	2,358,831.2	402,363.1	15.00	Average
point2065	2065	2,359,056.2	402,350.9	15.00	Average
point2066	2066	2,359,270.8	402,340.3	15.00	Average
point2067	2067	2,359,384.8	402,336.2	15.00	Average
point2068	2068	2,359,604.0	402,326.5	14.00	Average
point2069	2069	2,359,858.5	402,314.2	14.00	Average
point2070	2070	2,360,282.5	402,297.1	14.00	Average
point2071	2071	2,360,455.2	402,289.0	14.00	Average
point2072	2072	2,360,502.5	402,285.7	14.00	Average
point2073	2073	2,360,664.8	402,275.1	14.00	Average
point2074	2074	2,360,755.2	402,269.4	13.00	Average
point2075	2075	2,360,833.5	402,261.3	13.00	Average
point2076	2076	2,360,867.0	402,256.4	13.00	Average
point2077	2077	2,360,917.8	402,247.4	13.00	Average
point2078	2078	2,360,971.5	402,230.3	13.00	Average
point2079	2079	2,361,035.0	402,211.6	13.00	Average
noint2080	2080	2,361,146.5	402,168.4	13.00	Average

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#### **Clements Ferry Phase 2 Widening**

	1000	0 10 100 0	0 101 001	10 00	
point2081	2081	2,361,241.2	402,125.2	13.00	Average
point2082	2082	2,361,308.8	402,084.4	13.00	Average
point2083	2083	2,361,383.2	402,033.8	12.00	Average
point2084	2084	2,361,497.2	401,943.4	12.00	Average
point2085	2085	2,361,554.2	401,881.4	12.00	Average
point2086	2086	2,361,618.0	401,805.7	12.00	Average
point2087	2087	2,361,666.0	401,742.9	11.00	Average
point2088	2088	2,361,706.8	401,680.2	11.00	Average
point2089	2089	2,361,763.8	401,575.2	11.00	Average
point2090	2090	2,361,800.5	401,493.8	11.00	Average
point2091	2091	2,361,829.8	401,420.4	11.00	Average
point2092	2092	2,361,851.0	401,338.9	11.00	Average
point2093	2093	2,361,863.2	401,291.6	11.00	Average
point2094	2094	2,361,872.2	401,248.4	10,00	Average
point2095	2095	2,361,885.2	401,160.4	10,00	

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22 March 2018

INPUT: TRAFFIC FOR Lag1h Volumes

**Clements Ferry Phase 2 Widening** 

Three Oaks Engineering H. Robbins

22 March 2018 TNM 2.5

INPUT: TRAFFIC FOR LAnd1h Volumes (

Dhase 2 Widening te Roi 5

Roadway         Points         Name         N.         Segment           Name         Name         Name         Name         Value         Name         Name           Fano         Name         Name         Name         Value         Name         Name           Fano         Value         Name         Value         Name         Value         Value         Value           EB hiside Lane         point833         833         15/2         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <td< th=""><th>RUN:</th><th>Build 2040</th><th></th><th></th><th>n</th><th></th><th></th><th></th><th>:</th><th></th><th></th><th></th><th></th></td<>	RUN:	Build 2040			n				:				
	Roadway	Points											
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Name	Name	No.	Segmen	÷								
V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V         S         V			_	Autos		<b>MTruck</b>	G	HTrucks		Buses		Motorc	ycles
web/thr         mph				>	S	>	S	>	S	>	S	>	S
point8338331512450013145000point8348341512450013145000point8348341512450013145000point8358351512450013145000point8368351512450013145000point8398391512450013145000point8418411512450013145000point8438431512450013145000point8448441512450013145000point8458451512450013145000point8468461512450013145000point84684615124500131450000point84684615124500131450000point84684615124500131450000point846846151245001314500 </td <td></td> <td></td> <td></td> <td>veh/hr</td> <td>hdm</td> <td>veh/hr</td> <td>hdm</td> <td>veh/hr</td> <td>hdm</td> <td>veh/hr</td> <td>hdm</td> <td>veh/hr</td> <td>hqm</td>				veh/hr	hdm	veh/hr	hdm	veh/hr	hdm	veh/hr	hdm	veh/hr	hqm
point834 $834$ $1512$ $45$ $0$ $131$ $45$ $0$ $0$ $0$ point835 $8335$ $1512$ $45$ $0$ $0$ $131$ $45$ $0$ $0$ $0$ point837 $833$ $1512$ $45$ $0$ $0$ $131$ $45$ $0$ $0$ $0$ point837 $833$ $1512$ $45$ $0$ $0$ $131$ $45$ $0$ $0$ $0$ point838 $833$ $1512$ $45$ $0$ $0$ $131$ $45$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ $0$ <td>EB Inside Lane</td> <td>point833</td> <td>833</td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td>45</td> <td></td> <td></td> <td></td> <td></td>	EB Inside Lane	point833	833			0			45				
835         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point834	834			0			45				
836         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point835	835			0			45				0
837         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point836	836			0			45				0
838         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point837	837			0			45				
839         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point838	838			0			45				0
840         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point839	839			0			45				0
841 $1512$ $45$ $0$ $0$ $131$ $45$ $0$ $0$ $0$ $842$ $1512$ $45$ $0$ $0$ $131$ $45$ $0$ $0$ $0$ $843$ $1512$ $45$ $0$ $0$ $131$ $45$ $0$ $0$ $0$ $844$ $1512$ $45$ $0$ $0$ $131$ $45$ $0$ $0$ $0$ $845$ $1512$ $45$ $0$ $0$ $131$ $45$ $0$ $0$ $0$ $846$ $1512$ $45$ $0$ $0$ $131$ $45$ $0$ $0$ $0$ $847$ $1512$ $45$ $0$ $0$ $131$ $45$ $0$ $0$ $0$ $848$ $1512$ $45$ $0$ $0$ $0$ $0$ $0$ $849$ $1512$ $45$ $0$ $0$ $0$ $0$ $0$		point840	840			0			45				0
842         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point841	841			0			45				
843         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point842	842			0			45				
844         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point843	843			0			45				0
845         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point844	844			0			45				0
846         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point845	845			0			45				0
847         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point846	846			0			45				
848         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point847	847			0			45				
849         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point848	848			0			45				
850         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point849	849			0			45				
851         1512         45         0         0         131         45         0         0         0         0         0         852         1512         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point850	850			0			45				
852         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point851	851						45				
853         1512         45         0         0         131         45         0         0         0         854         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point852	852			0			45				
854 1512 45 0 0 131 45 0 0 0		point853	853			0			45				
		point854	854			0			45				

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point855 point856 point857	855	1512	45	0	0	131	45	0	0	0	C
point856 point857	1	1510							4		2
point857	856	12101	45	0	0	131	45	0	0	0	0
	857	1512	45	0	0	131	45	0	0	0	0
point858	858	1512	45	0	0	131	45	0	0	0	0
point859	859	1512	45	0	0	131	45	0	0	0	0
point860	860	1512	45	0	0	131	45	0	0	0	0
point861	861	1512	45	0	0	131	45	0	0	0	0
point862	862	1512	45	0	0	131	45	0	0	0	0
point863	863	1512	45	0	0	131	45	0	0	0	0
point864	864	1512	45	0	0	131	45	0	0	0	0
point865	865	1512	45	0	0	131	45	0	0	0	0
point866	866	1512	45	0	0	131	45	0	0	0	0
point867	867	1512	45	0	0	131	45	0	0	0	0
point868	868	1512	45	0	0	131	45	0	Ö	0	0
point869	869	1512	45	0	0	131	45	0	0	0	0
point870	870	1512	45	0	0	131	45	0	0	0	0
point871	871	1512	45	0	0	131	45	0	0	0	0
point872	872	1512	45	0	0	131	45	0	0	0	0
point873	873	1512	45	0	0	131	45	0	0	0	0
point874	874	1512	45	0	0	131	45	0	0	0	0
point875	875	1512	45	0	0	131	45	0	0	0	0
point876	876	1512	45	0	0	131	45	0	0	0	0
point877	877	1512	45	0	0	131	45	0	0	0	0
point878	878	1512	45	0	0	131	45	0	0	0	0
point879	879	1512	45	0	0	131	45	0	0	0	0
point880	880	1512	45	0	0	131	45	0	0	0	0
point881	881	1512	45	0	0	131	45	0	0	0	0
point882	882	1512	45	0	0	131	45	0	0	0	0
point883	883	1512	45	0	0	131	45	0	0	0	0
point884	884	1512	45	Q	0	131	45	0	0	0	0
point885	885	1512	45	0	0	131	45	0	0	0	0
point886	886	1512	45	0	0	131	45	0	0	0	0
point887	887	1512	45	0	0	131	45	0	0	0	0
point888	888	1512	45	0	0	131	45	0	0	0	0

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INPUT: TRAFFIC FOR LAeg1h Volumes						Clem	ents Fer	Clements Ferry Phase 2 Widening	2 Wide	ning		1
	point889	889	1512	45	0	0	131	45	0	0	0	0
	point890	890	1512	45	0	0	131	45	0	0	0	0
	point891	891	1512	45	0	0	131	45	0	0	0	0
	point892	892	1512	45	0	0	131	45	0	0	0	0
	point893	893	1512	45	0	0	131	45	0	0	0	0
	point894	894	1512	45	0	0	131	45	0	0	0	0
	point895	895	1512	45	0	0	131	45	0	0	0	0
	point896	896	1512	45	0	0	131	45	0	0	0	0
	point897	897	1512	45	0	0	131	45	0	0	0	0
	point898	898	1512	45	0	0	131	45	0	0	0	0
	point899	899	1512	45	0	0	131	45	0	0	Ö	0
	point900	006	1512	45	0	0	131	45	0	0	0	0
	point901	901	1512	45	0	0	131	45	0	0	0	0
	point902	902	1512	45	0	0	131	45	0	0	0	0
	point903	903	1512	45	0	0	131	45	0	0	0	0
	point904	904	1512	45	0	0	131	45	0	0	0	0
	point905	905	1512	45	0	0	131	45	0	0	0	0
	point906	906	1512	45	0	0	131	45	0	0	0	0
	point907	907	1512	45	0	0	131	45	0	0	0	0
	point908	908	1512	45	0	0	131	45	0	0	0	0
	point909	606	1512	45	0	0	131	45	0	0	0	0
	point910	910	1512	45	0	0	131	45	0	0	0	0
	point911	911	1512	45	0	0	131	45	0	0	0	0
	point912	912	1512	45	0	0	131	45	0	0	0	0
	point913	913	1512	45	0	0	131	45	0	0	0	0
	point914	914	1512	45	0	0	131	45	0	0	0	0
	point915	915	1512	45	0	0	131	45	0	0	0	0
	point916	916	1512	45	0	0	131	45	0	0	0	0
	point917	917	1512	45	0	0	131	45	0	0	0	0
	point918	918	1512	45	0	0	131	45	0	0	0	0
	point919	919	1512	45	0	0	131	45	0	0	0	0
	point920	920	1512	45	0	0	131	45	0	0	0	0
	point921	921	1512	45	0	0	131	45	0	0	0	0
	point922	922	1512	45	0	0	131	45	0	0	0	•

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INPUT: TRAFFIC FOR LAeq1h Volumes						Clen	ents Fer	<b>Clements Ferry Phase</b>	2 Widening	ping		
	point923	923	1512	45	0	0	131	45	0	0	0	0
	point924	924	1512	45	0	0	131	45	0	0	0	0
	point925	925	1512	45	0	0	131	45	0	0	0	0
	point926	926	1512	45	0	0	131	45	0	0	0	0
	point927	927	1512	45	0	0	131	45	0	0	0	0
	point928	928	1512	45	0	0	131	45	0	0	0	0
	point929	929	1512	45	0	0	131	45	0	0	0	0
	point930	930	1512	45	0	0	131	45	0	0	0	0
	point931	931	1399	45	0	0	122	45	0	0	0	0
	point932	932	1399	45	0	0	122	45	0	0	0	0
	point933	933	1399	45	0	0	122	45	0	0	0	0
	point934	934	1399	45	0	0	122	45	0	0	0	0
	point935	935	1399	45	0	0	122	45	0	0	0	0
	point936	936	1399	45	0	0	122	45	0	0	0	0
	point937	937	1399	45	0	0	122	45	0	0	0	0
	point938	938	1399	45	0	0	122	45	0	0	0	0
	point939	939	1399	45	0	0	122	45	0	0	0	0
	point940	940	1399	45	0	0	122	45	0	0	0	0
	point941	941	1399	45	0	0	122	45	0	0	0	0
	point942	942	1399	45	0	0	122	45	0	0	0	0
	point943	943	1399	45	0	0	122	45	0	0	0	0
	point944	944	1399	45	0	0	122	45	0	0	0	0
	point945	945	1399	45	0	0	122	45	0	0	0	0
	point946	946	1399	45	0	0	122	45	0	0	0	0
	point947	947	1399	45	0	0	122	45	0	0	0	0
	point948	948	1399	45	0	0	122	45	0	0	0	0
	point949	949	1399	45	0	0	122	45	0	0	0	Ö
	point950	950	1399	45	0	0	122	45	0	0	0	0
	point951	951	1399	45	0	0	122	45	0	0	0	0
	point952	952	1399	45	0	0	122	45	0	0	0	0
	point953	953	1399	45	0	0	122	45	0	0	0	0
	point954	954	1399	45	0	0	122	45	0	0	0	0
	point955	955	1399	45	0	0	122	45	0	0	0	0
	point956	956	1399	45	0	0	122	45	0	0	0	0

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noint957	957	1300	45	C	C	122	45	C	c	C	C
noint058	058	1300	45			122	45				
non inor	200	200	7	>			<b>?</b> !	>	2	<b>,</b>	
point959	959	1399	45	0	0	122	45	0	0	0	0
point960	0 <del>9</del> 6	1399	45	0	0	122	45	0	0	0	0
point961	961	1399	45	0	0	122	45	0	0	0	0
point962	962	1399	45	0	0	122	45	0	0	0	0
point963	963	1399	45	0	0	122	45	0	0	0	0
point964	964	1399	45	0	0	122	45	0	0	0	0
point965	965	1399	45	0	0	122	45	0	0	0	0
point966	996	1399	45	0	0	122	45	0	0	0	0
point967	967	1399	45	0	0	122	45	0	0	0	0
point968	968	1399	45	0	0	122	45	0	0	0	0
point969	696	1399	45	0	0	122	45	0	0	0	0
point970	970	1399	45	0	0	122	45	0	0	0	0
point971	971	1399	45	0	0	122	45	0	0	0	0
point972	972	1399	45	0	0	122	45	0	0	0	0
point973	973	1399	45	0	0	122	45	0	0	0	0
point974	974	1399	45	0	0	122	45	0	0	0	0
point975	975	1399	45	0	0	122	45	0	0	0	0
point976	976	1399	45	0	0	122	45	0	0	0	0
point977	977	1399	45	0	0	122	45	0	0	0	0
point978	978	1399	45	0	0	122	45	0	0	0	0
point979	679	1399	45	0	0	122	45	0	0	0	0
point980	980	1399	45	0	0	122	45	0	0	0	0
point981	981	1399	45	0	0	122	45	0	0	0	0
point982	982	1399	45	0	0	122	45	0	0	0	0
point983	983	1602	45	0	0	121	45	0	0	0	0
point984	984	1602	45	0	0	121	45	0	0	0	0
point985	985	1602	45	0	0	121	45	0	0	0	0
point986	986	1602	45	0	0	121	45	0	0	0	0
point987	987	1602	45	0	0	121	45	0	0	0	0
point988	988	1602	45	0	0	121	45	0	0	0	0
point989	989	1602	45	0	0	121	45	0	0	0	0
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point991	991	1602	45	0	0	121	45	0	0	0	0
point992	992	1654	45	0	0	51	45	0	0	0	0
point993	993	1654	45	0	0	51	45	0	0	0	0
point994	994	1654	45	0	0	51	45	0	0	0	0
point995	<b>3</b> 95	1654	45	0	0	51	45	0	0	0	0
point996	966	1654	45	0	0	51	45	0	0	0	0
point997	66	1654	45	0	0	51	45	0	0	0	0
point998	998	1654	45	0	0	51	45	0	0	0	0
point999	666	1654	45	0	0	51	45	0	0	0	0
point1000	1000	1654	45	0	0	51	45	0	0	0	0
point1001	1001	1654	45	0	0	51	45	0	0	0	0
point1002	1002	1654	45	0	0	51	45	0	0	0	0
point1003	1003	1654	45	0	0	51	45	0	0	0	0
point1004	1004	1654	45	0	0	51	45	0	0	0	0
point1005	1005	1654	45	0	0	51	45	0	0	0	0
point1006	1006	1654	45	0	0	51	45	0	0	0	0
point1007	1007	1654	45	0	0	51	45	0	0	0	0
point1008	1008	1654	45	0	0	51	45	0	0	0	0
point1009	1009	1654	45	0	0	51	45	0	0	0	0
point1010	1010	1654	45	0	0	51	45	0	0	0	0
point1011	1011	1654	45	0	0	51	45	0	0	0	0
point1012	1012	1654	45	0	0	51	45	0	0	0	0
point1013	1013	1654	45	0	0	51	45	0	0	0	0
point1014	1014	1654	45	0	0	51	45	0	0	0	0
point1015	1015	1654	45	0	0	51	45	0	0	0	0
point1016	1016	1654	45	0	0	51	45	0	0	0	0
point1017	1017	1654	45	0	0	51	45	0	0	0	0
point1018	1018	1654	45	0	0	51	45	0	0	0	0
point1019	1019	0 4	45	0	0	51	45	0	0	0	0
point1020	1020	1654	45	0	0	51	45	0	0	0	0
point1021	1021	1654	45	0	0	51	45	0	0	0	0
point1022	1022	1654	45	0	0	51	45	0	0	0	0
point1023	1023	1654	45	0	0	51	45	0	0	0	0
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INPUT: TRAFFIC FOR LAeq1h Volumes						Clem	ents Fei	Clements Ferry Phase 2 Widening	3 2 Wide	ning		
	point1025	1025	1654	45	0	0	51	45	0	0	0	0
	point1026	1026	1654	45	0	0	51	45	0	0	0	0
	point1027	1027	1654	45	0	0	51	45	0	0	0	0
	point1028	1028	1654	45	0	0	51	45	0	0	0	0
	point1029	1029	1654	45	0	0	51	45	0	0	0	0
	point1030	1030	1654	45	0	0	51	45	0	0	0	0
	point1031	1031	1654	45	0	0	51	45	0	0	0	0
	point1032	1032	1654	45	0	0	51	45	0	0	0	0
	point1033	1033	1654	45	0	0	51	45	0	0	0	0
	point1034	1034	1654	45	0	0	51	45	0	0	0	0
	point1035	1035	1654	45	0	0	51	45	0	0	0	0
	point1036	1036	1654	45	0	0	51	45	0	0	0	0
	point1037	1037										
EB Outside Lane	point1038	1038	1512	45	0	0	131	45	0	0	0	0
	point1039	1039	1512	45	0	0	131	45	0	0	0	0
	point1040	1040	1512	45	0	0	131	45	0	0	0	0
	point1041	1041	1512	45	0	0	131	45	0	0	0	0
	point1042	1042	1512	45	0	0	131	45	0	0	0	0
	point1043	1043	1512	45	0	0	131	45	0	0	0	0
	point1044	1044	1512	45	0	0	131	45	0	0	0	0
	point1045	1045	1512	45	0	0	131	45	0	0	0	0
	point1046	1046	1512	45	0	0	131	45	0	0	0	0
	point1047	1047	1512	45	0	0	131	45	0	0	0	0
	point1048	1048	1512	45	0	0	131	45	0	0	0	0
	point1049	1049	1512	45	0	0	131	45	0	0	0	0
	point1050	1050	1512	45	0	0	131	45	0	0	0	0
	point1051	1051	1512	45	0	0	131	45	0	0	0	0
	point1052	1052	1512	45	0	0	131	45	0	0	0	0
	point1053	1053	1512	45	0	0	131	45	0	0	0	0
	point1054	1054	1512	45	O	0	131	45	0	0	0	0
	point1055	1055	1512	45	0	0	131	45	0	0	0	0
	point1056	1056	1512	45	0	0	131	45	0	0	0	0
	point1057	1057	1512	45	0	0	131	45	0	0	0	0
	point1058	1058	1512	45	0	0	131	45	0	0	0	0
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point1059	1059	1512	45	0	0	131	45	0	0	0	0
point1060	1060	1512	45	0	0	131	45	0	0	0	0
point1061	1061	1512	45	0	0	131	45	0	0	0	0
point1062	1062	1512	45	0	0	131	45	0	0	0	0
point1063	1063	1512	45	0	0	131	45	0	0	0	0
point1064	1064	1512	45	0	0	131	45	0	0	0	0
point1065	1065	1512	45	0	0	131	45	0	0	0	0
point1066	1066	1512	45	0	0	131	45	0	0	0	0
point1067	1067	1512	45	0	0	131	45	0	0	0	0
point1068	1068	1512	45	0	0	131	45	0	0	0	0
point1069	1069	1512	45	0	0	131	45	0	0	0	0
point1070	1070	1512	45	0	0	131	45	0	0	0	0
point1071	1071	1512	45	0	0	131	45	0	0	0	0
point1072	1072	1512	45	0	0	131	45	0	0	0	0
point1073	1073	1512	45	0	0	131	45	0	0	0	0
point1074	1074	1512	45	0	0	131	45	0	0	0	0
point1075	1075	1512	45	0	0	131	45	0	0	0	0
point1076	1076	1512	45	0	0	131	45	0	0	0	0
point1077	1077	1512	45	0	0	131	45	0	0	0	0
point1078	1078	1512	45	0	0	131	45	0	0	0	0
point1079	1079	1512	45	0	0	131	45	0	0	0	0
point1080	1080	1512	45	0	0	131	45	0	0	0	0
point1081	1081	1512	45	0	0	131	45	0	0	0	0
point1082	1082	1512	45	0	0	131	45	0	0	0	0
point1083	1083	1512	45	0	0	131	45	0	0	0	0
point1084	1084	1512	45	0	0	131	45	0	0	0	0
point1085	1085	1512	45	0	0	131	45	0	0	0	0
point1086	1086	1512	45	O	0	131	45	0	0	0	0
point1087	1087	1512	45	0	0	131	45	0	0	0	0
point1088	1088	1512	45	0	0	131	45	0	0	0	0
point1089	1089	1512	45	0	0	131	45	0	0	0	0
point1090	1090	1512	45	0	0	131	45	0	0	0	0
point1091	1091	1512	45	0	0	131	45	0	0	0	0
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INPUT: TRAFFIC FOR LAND1h Volumes						Clem	ents Fer	ry Phase	<b>Clements Ferry Phase 2 Widening</b>	ning		
	point1093	1093	1512	45	0	0	131	45	0	0	0	0
	point1094	1094	1512	45	0	0	131	45	0	0	0	0
	point1095	1095	1512	45	0	0	131	45	0	0	0	0
	point1096	1096	1512	45	0	0	131	45	0	0	0	0
	point1097	1097	1512	45	0	0	131	45	0	0	0	0
	point1098	1098	1512	45	0	0	131	45	0	0	0	0
	point1099	1099	1512	45	0	0	131	45	0	0	0	0
	point1100	1100	1512	45	0	0	131	45	0	0	0	0
	point1101	1101	1512	45	0	0	131	45	0	0	0	0
	point1102	1102	1512	45	0	0	131	45	0	0	0	0
	point1103	1103	1512	45	0	0	131	45	0	0	0	0
	point1104	1104	1512	45	0	0	131	45	0	0	0	0
	point1105	1105	1512	45	0	0	131	45	0	0	0	0
	point1106	1106	1512	45	0	0	131	45	0	0	0	0
	point1107	1107	1512	45	0	0	131	45	0	0	0	0
	point1108	1108	1512	45	0	0	131	45	0	0	0	0
	point1109	1109	1512	45	0	0	131	45	0	0	0	0
	point1110	1110	1512	45	0	0	131	45	0	0	0	0
	point1111	1111	1512	45	0	0	131	45	0	0	0	0
	point1112	1112	1512	45	0	0	131	45	0	0	0	0
	point1113	1113	1512	45	0	0	131	45	0	0	0	0
	point1114	1114	1512	45	0	0	131	45	0	0	0	0
	point1115	1115	1512	45	0	0	131	45	0	0	0	0
	point1116	1116	1512	45	0	0	131	45	0	0	0	0
	point117	1117	1512	45	0	0	131	45	0	0	0	0
	point1118	1118	1512	45	0	0	131	45	0	0	0	0
	point1119	1119	1512	45	0	o	131	45	0	0	0	0
	point1120	1120	1512	45	0	0	131	45	0	0	0	0
	point1121	1121	1512	45	0	0	131	45	0	0	0	0
	point1122	1122	1512	45	0	0	131	45	0	0	0	•
	point1123	1123	1512	45	0	0	131	45	0	0	0	0
	point1124	1124	1512	45	0	0	131	45	0	0	0	0
	point1125	1125	1512	45	0	0	131	45	0	0	0	0
	point1126	1126	1512	45	0	0	131	45	0	0	0	0
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point1127	1127	1512	45	0	0	131	45	0	0	0	0
point1128	1128	1512	45	0	0	131	45	0	0	0	0
point1129	1129	1512	45	0	0	131	45	0	0	0	0
point1130	1130	1512	45	0	0	131	45	0	0	0	0
point1131	1131	1512	45	0	0	131	45	0	0	0	0
point1132	1132	1512	45	0	0	131	45	0	o	0	0
point1133	1133	1512	45	0	0	131	45	0	0	0	0
point1134	1134	1512	45	0	0	131	45	0	0	0	0
point1135	1135	1512	45	0	0	131	45	0	0	0	0
point1136	1136	1399	45	0	0	122	45	0	0	0	0
point1137	1137	1399	45	0	0	122	45	0	0	0	0
point1138	1138	1399	45	0	0	122	45	0	0	0	0
point1139	1139	1399	45	0	0	122	45	0	0	0	0
point1140	1140	1399	45	0	0	122	45	0	0	0	0
point1141	1141	1399	45	0	0	122	45	0	0	0	0
point1142	1142	1399	45	0	0	122	45	0	0	0	0
point1143	1143	1399	45	0	0	122	45	0	0	0	0
point1144	1144	1399	45	0	0	122	45	0	0	0	0
point1145	1145	1399	45	0	0	122	45	0	0	0	0
point1146	1146	1399	45	0	0	122	45	0	0	0	0
point1147	1147	1399	45	0	0	122	45	0	0	0	0
point1148	1148	1399	45	0	0	122	45	0	0	0	0
point1149	1149	1399	45	0	0	122	45	0	0	Ò	0
point1150	1150	1399	45	0	0	122	45	0	0	0	0
point1151	1151	1399	45	0	0	122	45	0	0	Ó	0
point1152	1152	1399	45	0	0	122	45	0	0	0	0
point1153	1153	1399	45	0	0	122	45	0	0	0	0
point1154	1154	1399	45	0	0	122	45	0	0	0	0
point1155	1155	1399	45	0	0	122	45	0	0	0	0
point1156	1156	1399	45	0	0	122	45	0	0	0	0
point1157	1157	1399	45	0	0	122	45	o	0	0	0
point1158	1158	1399	45	0	0	122	45	0	0	0	0
point1159	1159	1399	45	0	0	122	45	0	0	0	0
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point1161	1161	1399	45	0	0	122	45	0	0	0	0
point1162	1162	1399	45	0	0	122	45	0	0	0	0
point1163	1163	1399	45	0	0	122	45	0	0	0	0
point1164	1164	1399	45	0	0	122	45	0	Q	0	0
point1165	1165	1399	45	0	0	122	45	0	0	0	0
point1166	1166	1399	45	0	0	122	45	0	0	0	0
point1167	1167	1399	45	0	0	122	45	0	0	0	0
point1168	1168	1399	45	0	0	122	45	0	0	0	0
point1169	1169	1399	45	0	0	122	45	0	0	0	0
point1170	1170	1399	45	0	0	122	45	0	0	0	0
point1171	1171	1399	45	0	0	122	45	0	0	0	0
point1172	1172	1399	45	0	0	122	45	0	0	0	0
point1173	1173	1399	45	0	0	122	45	0	0	0	0
point1174	1174	1399	45	0	0	122	45	0	0	0	0
point1175	1175	1399	45	0	0	122	45	0	0	0	0
point1176	1176	1399	45	0	0	122	45	0	0	0	0
point1177	1177	1399	45	0	0	122	45	0	0	0	0
point1178	1178	1399	45	0	0	122	45	0	0	0	•
point1179	1179	1399	45	0	0	122	45	0	0	0	0
point1180	1180	1399	45	0	0	122	45	0	0	0	0
point1181	1181	1399	45	0	0	122	45	0	0	0	•
point1182	1182	1399	45	0	0	122	45	0	0	0	0
point1183	1183	1399	45	0	0	122	45	0	0	0	0
point1184	1184	1399	45	0	0	122	45	0	0	0	0
point1185	1185	1399	45	0	0	122	45	0	0	0	0
point1186	1186	1399	45	0	0	122	45	0	0	0	0
point1187	1187	1399	45	0	0	122	45	0	0	0	0
point1188	1188	1602	45	0	0	121	45	0	0	0	0
point1189	1189	1602	45	0	0	121	45	0	0	0	0
point1190	1190	1602	45	0	0	121	45	0	0	0	0
point1191	1191	1602	45	0	0	121	45	0	0	0	0
point1192	1192	1602	45	0	0	121	45	0	0	0	0
point1193	1193	1602	45	0	0	121	45	0	0	0	0
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point1195	1 20		2	2	2	171	2	2	-9-4	>	2
point1196	1196	1602	45	0	0	121	45	0	0	0	0
point1197	1197	1654	45	0	0	51	45	0	0	0	0
point1198	1198	1654	45	0	0	51	45	0	0	0	0
point1199	1199	1654	45	0	0	51	45	0	0	0	0
point1200	1200	1654	45	0	0	51	45	0	Ò	0	0
point1201	1201	1654	45	0	0	51	45	0	0	0	0
point1202	1202	1654	45	0	0	51	45	0	0	0	0
point1203	1203	1654	45	0	0	51	45	0	0	0	0
point1204	1204	1654	45	0	0	51	45	0	0	0	0
point1205	1205	1654	45	0	0	51	45	0	0	0	0
point1206	1206	1654	45	0	0	51	45	0	0	0	0
point1207	1207	1654	45	0	0	51	45	0	0	0	0
point1208	1208	1654	45	0	0	51	45	0	0	0	0
point1209	1209	1654	45	0	0	51	45	0	0	0	0
point1210	1210	1654	45	0	0	51	45	0	0	0	0
point1211	1211	1654	45	0	0	51	45	0	0	0	¢
point1212	1212	1654	45	0	0	51	45	0	0	0	0
point1213	1213	1654	45	0	0	51	45	0	0	0	0
point1214	1214	1654	45	0	0	51	45	0	0	0	0
point1215	1215	1654	45	0	0	51	45	0	0	0	0
point1216	1216	1654	45	0	0	51	45	0	0	0	0
point1217	1217	1654	45	0	0	51	45	0	0	0	Q
point1218	1218	1654	45	0	0	51	45	0	0	0	0
point1219	1219	1654	45	0	0	51	45	0	0	0	0
point1220	1220	1654	45	0	0	51	45	0	0	0	0
point1221	1221	1654	45	0	0	51	45	0	o	0	0
point1222	1222	1654	45	0	0	51	45	0	0	0	0
point1223	1223	1654	45	0	0	51	45	0	0	0	0
point1224	1224	1654	45	0	0	51	45	0	0	0	0
point1225	1225	1654	45	0	0	51	45	0	0	0	0
point1226	1226	1654	45	0	0	51	45	0	0	0	0
point1227	1227	1654	45	0	0	51	45	0	0	0	0
point1228	1228	1654	45	0	0	51	45	0	0	0	0

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	point1262	1262	1654
C:\Clements Ferry TNM\Build 2040rev			

INPUT: TRAFFIC FOR LAeg1h Volumes						Cleme	ints Fer	Clements Ferry Phase	2 Widening	Bui		1
	point1229	1229	1654	45	0	0	51	45	0	0	0	0
	point1230	1230	1654	45	0	0	51	45	0	0	0	0
	point1231	1231	1654	45	0	0	51	45	0	0	0	0
	point1232	1232	1654	45	0	0	51	45	0	0	0	0
	point1233	1233	1654	45	0	0	51	45	0	0	0	0
	point1234	1234	1654	45	0	0	51	45	0	0	0	0
	point1235	1235	1654	45	0	0	51	45	0	0	0	0
	point1236	1236	1654	45	0	0	51	45	0	0	0	0
	point1237	1237	1654	45	0	0	51	45	0	0	0	0
	point1238	1238	1654	45	0	0	51	45	0	0	0	0
	point1239	1239	1654	45	0	0	51	45	0	0	0	0
	point1240	1240	1654	45	0	0	51	45	0	0	0	0
	point1241	1241	1654	45	0	0	51	45	0	0	0	0
	point1242	1242										
WB Inside Lane	point1243	1243	1654	45	0	0	51	45	0	0	0	0
	point1244	1244	1654	0	0	0	51	45	0	0	0	0
	point1245	1245	1654	45	0	0	51	45	0	0	0	0
	point1246	1246	1654	45	0	0	51	45	0	0	0	0
	point1247	1247	1654	45	0	0	51	45	0	0	0	0
	point1248	1248	1654	45	0	0	51	45	0	0	0	0
	point1249	1249	1654	45	0	0	51	45	0	0	0	0
	point1250	1250	1654	45	0	0	51	45	0	0	0	0
	point1251	1251	1654	45	0	0	51	45	0	0	0	0
	point1252	1252	1654	45	0	0	51	45	0	0	0	0
	point1253	1253	1654	45	0	0	51	45	0	0	0	0
	point1254	1254	1654	45	0	0	51	45	0	0	0	0
	point1255	1255	1654	45	0	0	51	45	0	0	0	0
	point1256	1256	1654	45	0	0	51	45	0	0	0	0
	point1257	1257	1654	45	0	0	51	45	0	0	0	0
	point1258	1258	1654	45	0	0	51	45	0	0	0	0
	point1259	1259	1654	45	0	0	51	45	0	0	0	0
	point1260	1260	1654	45	0	0	51	45	0	0	0	0
	point1261	1261	1654	45	0	0	51	45	0	0	0	0
	point1262	1262	1654	45	0	0	51	45	0	0	0	•

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INPUT: TRAFFIC FOR LAGG1h Volumes						Cleme	ents Fei	rry Phas	<b>Clements Ferry Phase 2 Widening</b>	ning		
	point1263	1263	1654	45	0	0	51	45	0	0	0	0
	point1264	1264	1654	45	0	0	51	45	0	0	0	0
	point1265	1265	1654	45	0	0	51	45	0	0	0	0
	point1266	1266	1654	45	0	0	51	45	0	0	0	0
	point1267	1267	1654	45	0	0	<del>5</del>	45	0	0	0	0
	point1268	1268	1654	45	0	0	51	45	0	0	0	0
	point1269	1269	1654	45	0	0	51	45	0	0	0	0
	point1270	1270	1654	45	0	0	51	45	0	0	0	0
	point1271	1271	1654	45	0	0	51	45	0	0	0	0
	point1272	1272	1654	45	0	0	51	45	0	0	0	0
	point1273	1273	1654	45	0	0	51	45	0	0	0	0
	point1274	1274	1654	45	0	0	51	45	0	0	0	0
	point1275	1275	1654	45	0	0	51	45	0	0	0	0
	point1276	1276	1654	45	0	0	51	45	0	0	0	0
	point1277	1277	1654	45	0	0	51	45	0	0	0	0
	point1278	1278	1654	45	0	0	51	45	0	0	0	0
	point1279	1279	1654	45	0	0	51	45	0	0	0	0
	point1280	1280	1654	45	0	0	51	45	0	0	0	0
	point1281	1281	1654	45	0	0	51	45	0	0	Q	0
	point1282	1282	1654	45	0	0	51	45	0	0	0	0
	point1283	1283	1654	45	0	0	51	45	0	o	0	0
	point1284	1284	1654	45	0	0	51	45	Q	0	0	0
	point1285	1285	1654	45	0	0	51	45	0	0	0	0
	point1286	1286	1654	45	0	0	51	45	0	0	0	0
	point1287	1287	1654	45	0	0	51	45	0	0	0	0
	point1288	1288	1602	45	0	0	121	45	0	0	0	0
	point1289	1289	1602	45	0	0	121	45	0	0	0	0
	point1290	1290	1602	45	0	0	121	45	0	0	0	0
	point1291	1291	1602	45	0	0	121	45	0	0	0	0
	point1292	1292	1602	45	0	0	121	45	0	0	0	0
	point1293	1293	1602	45	0	0	121	45	0	0	0	0
	point1294	1294	1602	45	0	0	121	45	0	0	0	0
5	point1295	1295	1602	45	0	0	121	45	0	0	0	0
	point1296	1296	1602	45	0	0	121	45	0	0	0	0

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point1297	1297	1602	<del>4</del> 5	5	5	121	40	Э	Э	-	
point1298	1298	1602	45	0	0	121	45	0	0	0	0
point1299	1299	1602	45	0	0	121	45	0	0	0	0
point1300	1300	1399	45	0	0	122	45	0	0	0	0
point1301	1301	1399	45	0	0	122	45	0	0	0	0
point1302	1302	1399	45	0	0	122	45	0	0	0	0
point1303	1303	1399	45	0	0	122	45	0	0	0	0
point1304	1304	1399	45	0	0	122	45	0	0	0	0
point1305	1305	1399	45	0	0	122	45	0	0	0	0
point1306	1306	1399	45	0	0	122	45	0	0	0	0
point1307	1307	1399	45	0	0	122	45	0	0	0	0
point1308	1308	1399	45	0	0	122	45	0	0	0	0
point1309	1309	1399	45	0	0	122	45	0	0	0	0
point1310	1310	1399	45	0	0	122	45	0	0	0	0
point1311	1311	1399	45	0	0	122	45	0	0	0	0
point1312	1312	1399	45	0	0	122	45	0	0	0	0
point1313	1313	1399	45	0	0	122	45	0	0	0	0
point1314	1314	1399	45	0	0	122	45	0	0	0	0
point1315	1315	1399	45	0	0	122	45	0	0	0	0
point1316	1316	1399	45	0	0	122	45	0	0	0	0
point1317	1317	1399	45	0	0	122	45	0	0	0	0
point1318	1318	1399	45	0	0	122	45	0	0	0	0
point1319	1319	1399	45	0	0	122	45	0	0	0	0
point1320	1320	1399	45	0	0	122	45	0	0	0	0
point1321	1321	1399	45	0	0	122	45	0	0	0	0
point1322	1322	1399	45	0	0	122	45	0	0	0	0
point1323	1323	1399	45	0	0	122	45	0	0	0	0
point1324	1324	1399	45	0	0	122	45	0	0	0	0
point1325	1325	1399	45	0	0	122	45	0	0	0	0
point1326	1326	1399	45	0	0	122	45	0	0	0	0
point1327	1327	1399	45	0	0	122	45	0	0	0	0
point1328	1328	1399	45	0	0	122	45	0	0	0	0
point1329	1329	1399	45	0	0	122	45	0	0	0	0

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point1331	1331	1399	45	0	0	122	45	0	0	0	0
point1332	1332	1399	45	0	0	122	45	0	0	0	0
point1333	1333	1399	45	0	0	122	45	0	0	0	0
point1334	1334	1399	45	0	0	122	45	0	0	0	0
point1335	1335	1399	45	0	0	122	45	0	0	0	0
point1336	1336	1399	45	0	0	122	45	0	0	0	0
point1337	1337	1399	45	0	0	122	45	0	0	ò	0
point1338	1338	1399	45	0	0	122	45	0	0	0	0
point1339	1339	1399	45	0	0	122	45	0	0	0	0
point1340	1340	1399	45	0	0	122	45	0	0	0	0
point1341	1341	1399	45	0	0	122	45	0	0	o	0
point1342	1342	1399	45	0	0	122	45	0	0	0	0
point1343	1343	1399	45	0	0	122	45	0	0	Ö	0
point1344	1344	1399	45	0	0	122	45	0	0	0	0
point1345	1345	1399	45	0	0	122	45	0	0	0	0
point1346	1346	1399	45	0	0	122	45	0	0	0	0
point1347	1347	1399	45	0	0	122	45	0	0	Ö	0
point1348	1348	1399	45	0	0	122	45	0	0	0	0
point1349	1349	1399	45	0	0	122	45	0	0	0	0
point1350	1350	1399	45	0	0	122	45	0	0	0	0
point1351	1351	1399	45	0	0	122	45	0	0	0	0
point1352	1352	1399	45	0	0	122	45	0	0	0	0
point1353	1353	1512	45	0	0	131	45	0	0	0	0
point1354	1354	1512	45	0	0	131	45	0	0	0	0
point1355	1355	1512	45	0	0	131	45	0	0	0	0
point1356	1356	1512	45	0	0	131	45	0	0	0	0
point1357	1357	1512	45	0	0	131	45	0	0	0	0
point1358	1358	1512	45	0	0	131	45	0	0	0	0
point1359	1359	1512	45	0	0	131	45	0	0	0	0
point1360	1360	1512	45	0	0	131	45	0	0	0	0
point1361	1361	1512	45	0	0	131	45	0	0	0	0
point1362	1362	1512	45	0	0	131	45	0	0	0	0
point1363	1363	1512	45	0	0	131	45	0	o	0	•
1011100	1001	0.1	L	C	C	101	5	c	c	C	C

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INPUT: TRAFFIC FOR LAeg1h Volumes						Cle	<b>Clements Ferry</b>	erry Phase	se 2 Widening	ening		[
	point1365	1365	1512	45	0	0	131	45	0	0	0	0
	point1366	1366	1512	45	0	0	131	45	0	0	0	0
	point1367	1367	1512	45	0	0	131	45	0	0	0	0
	point1368	1368	1512	45	0	0	131	45	0	0	0	0
	point1369	1369	1512	45	0	0	131	45	0	0	0	0
	point1370	1370	1512	45	0	0	131	45	0	0	0	0
	point1371	1371	1512	45	0	0	131	45	0	0	0	0
	point1372	1372	1512	45	0	0	131	45	0	0	0	0
	point1373	1373	1512	45	0	0	131	45	0	0	0	0
	point1374	1374	1512	45	0	0	131	45	0	0	0	0
	point1375	1375	1512	45	0	0	131	45	0	0	0	0
	point1376	1376	1512	45	0	0	131	45	0	0	0	0
	point1377	1377	1512	45	0	0	131	45	0	0	0	0
	point1378	1378	1512	45	0	0	131	45	0	0	0	0
	point1379	1379	1512	45	0	0	131	45	0	0	0	0
	point1380	1380	1512	45	0	0	131	45	0	0	0	0
	point1381	1381	1512	45	0	0	131	45	0	0	0	0
	point1382	1382	1512	45	0	0	131	45	0	0	0	0
	point1383	1383	1512	45	0	0	131	45	0	0	0	0
	point1384	1384	1512	45	0	0	131	45	0	0	0	0
	point1385	1385	1512	45	0	0	131	45	0	0	0	0
	point1386	1386	1512	45	0	0	131	45	0	0	0	0
	point1387	1387	1512	45	0	0	131	45	0	0	0	0
	point1388	1388	1512	45	0	0	131	45	0	0	0	0
	point1389	1389	1512	45	0	0	131	45	0	0	0	0
	point1390	1390	1512	45	0	0	131	45	0	0	0	0
	point1391	1391	1512	45	0	0	131	45	0	0	0	0
	point1392	1392	1512	45	0	0	131	45	0	0	0	0
	point1393	1393	1512	45	0	0	131	45	0	0	0	0
	point1394	1394	1512	45	0	0	131	45	0	0	0	•
	point1395	1395	1512	45	0	0	131	45	0	0	0	0
	point1396	1396	1512	45	0	0	131	45	0	0	0	0
	point1397	1397	1512	45	0	0	131	45	0	0	0	0
	point1398	1398	1512	45	0	0	131	45	0	0	0	0
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$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	INPUT: TRAFFIC FOR LAeq1h Volumes						Clerr	ents Fe	<b>Clements Ferry Phase</b>	e 2 Widening	ning		1
0         1430         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <th< th=""><th></th><th>point1399</th><th>1399</th><th>1512</th><th>45</th><th>0</th><th>0</th><th>131</th><th>45</th><th>0</th><th>0</th><th>0</th><th>0</th></th<>		point1399	1399	1512	45	0	0	131	45	0	0	0	0
1         1401         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <th< th=""><td></td><td>point1400</td><td>1400</td><td>1512</td><td>45</td><td>0</td><td>0</td><td>131</td><td>45</td><td>0</td><td>0</td><td>0</td><td>0</td></th<>		point1400	1400	1512	45	0	0	131	45	0	0	0	0
2         1402         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <th< th=""><td></td><td>point1401</td><td>1401</td><td>1512</td><td>45</td><td>0</td><td>0</td><td>131</td><td>45</td><td>0</td><td>0</td><td>0</td><td>0</td></th<>		point1401	1401	1512	45	0	0	131	45	0	0	0	0
3         (403)         (512)         45         0         0         (31)         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0        <		point1402	1402	1512	45	0	0	131	45	0	0	0	0
4         1404         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <th< th=""><td></td><td>point1403</td><td>1403</td><td>1512</td><td>45</td><td>0</td><td>0</td><td>131</td><td>45</td><td>0</td><td>0</td><td>0</td><td>0</td></th<>		point1403	1403	1512	45	0	0	131	45	0	0	0	0
5         1405         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <th< th=""><th></th><th>point1404</th><th>1404</th><th>1512</th><th>45</th><th>0</th><th>0</th><th>131</th><th>45</th><th>0</th><th>0</th><th>0</th><th>0</th></th<>		point1404	1404	1512	45	0	0	131	45	0	0	0	0
7         1406         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <th< th=""><th></th><th>point1405</th><th>1405</th><th>1512</th><th>45</th><th>0</th><th>0</th><th>131</th><th>45</th><th>0</th><th>0</th><th>0</th><th>0</th></th<>		point1405	1405	1512	45	0	0	131	45	0	0	0	0
7         1407         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <th< th=""><th></th><th>point1406</th><th>1406</th><th>1512</th><th>45</th><th>0</th><th>0</th><th>131</th><th>45</th><th>0</th><th>0</th><th>0</th><th>0</th></th<>		point1406	1406	1512	45	0	0	131	45	0	0	0	0
3         1408         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <th< th=""><th></th><th>point1407</th><th>1407</th><th>1512</th><th>45</th><th>0</th><th>0</th><th>131</th><th>45</th><th>0</th><th>0</th><th>0</th><th>0</th></th<>		point1407	1407	1512	45	0	0	131	45	0	0	0	0
9         1409         1512         45         0         0         131         45         0         0         0           1         1410         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point1408	1408	1512	45	0	0	131	45	0	0	0	0
0         1410         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <th< th=""><th></th><th>point1409</th><th>1409</th><th>1512</th><th>45</th><th>0</th><th>0</th><th>131</th><th>45</th><th>0</th><th>0</th><th>0</th><th>0</th></th<>		point1409	1409	1512	45	0	0	131	45	0	0	0	0
1         1411         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <th< th=""><th></th><th>point1410</th><th>1410</th><th>1512</th><th>45</th><th>0</th><th>0</th><th>131</th><th>45</th><th>0</th><th>0</th><th>0</th><th>0</th></th<>		point1410	1410	1512	45	0	0	131	45	0	0	0	0
2         1412         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <th< th=""><td></td><td>point1411</td><td>1411</td><td>1512</td><td>45</td><td>0</td><td>0</td><td>131</td><td>45</td><td>0</td><td>0</td><td>0</td><td>0</td></th<>		point1411	1411	1512	45	0	0	131	45	0	0	0	0
3         1413         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <th< th=""><td></td><td>point1412</td><td>1412</td><td>1512</td><td>45</td><td>0</td><td>0</td><td>131</td><td>45</td><td>0</td><td>0</td><td>0</td><td>0</td></th<>		point1412	1412	1512	45	0	0	131	45	0	0	0	0
1         1414         1512         45         0         0         131         45         0         0         0           1         1416         1512         45         0         0         131         45         0         0         0         0         0           1         1416         1512         45         0         0         131         45         0         0         0         0         0         0           1         1416         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point1413	1413	1512	45	0	0	131	45	0	0	0	0
7         1415         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <th< th=""><td></td><td>point1414</td><td>1414</td><td>1512</td><td>45</td><td>0</td><td>0</td><td>131</td><td>45</td><td>0</td><td>0</td><td>0</td><td>0</td></th<>		point1414	1414	1512	45	0	0	131	45	0	0	0	0
1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1		point1415	1415	1512	45	0	0	131	45	0	0	0	0
tt141714171512450013145000tt141815124500131450000tt1419141915124500131450000tt1420141915124500131450000tt1421142115124500131450000tt1422142215124500131450000tt1423142315124500131450000tt1424142415124500131450000tt1425142515124500131450000tt1426142615124500131450000tt1426142615124500131450000tt1426142615124500131450000tt1426142615124500131450000tt1427142715124500131450000tt142814281512		point1416	1416	1512	45	0	0	131	45	0	0	0	0
It141814181512450013145000It141914191512450013145000It142014201512450013145000It142114211512450013145000It142214221512450013145000It142314231512450013145000It142414261512450013145000It142514261512450013145000It142614261512450013145000It142714261512450013145000It142814281512450013145000It142814291512450013145000It142814281512450013145000It142814291512450013145000It142814301512450013145000It14391431<		point1417	1417	1512	45	0	0	131	45	0	0	0	0
tr(141914191512450013145000tr(142014201512450013145000tr(142114211512450013145000tr(142214231512450013145000tr(142314231512450013145000tr(142414241512450013145000tr(142514251512450013145000tr(142614261512450013145000tr(142814271512450013145000tr(142814281512450013145000tr(142814291512450013145000tr(142814291512450013145000tr(142814291512450000000tr(143014301512450000000tr(143114311512450000000tr(1431 <t< th=""><td></td><td>point1418</td><td>1418</td><td>1512</td><td>45</td><td>0</td><td>0</td><td>131</td><td>45</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>		point1418	1418	1512	45	0	0	131	45	0	0	0	0
It1420         1420         1512         45         0         131         45         0         0         0         0         0         0         0         0         0         101           It1421         1421         1512         45         0         0         131         45         0         0         0         0         0           It1423         1421         1512         45         0         0         131         45         0         0         0         0         0         10           It1423         1424         1512         45         0         0         131         45         0         0         0         0         0         10           It1425         1426         1512         45         0         0         131         45         0         0         0         0         10           It1426         1426         1512         45         0         0         131         45         0         0         0         0         10           It1426         1426         1512         45         0         0         14         145         0         0         0		point1419	1419	1512	45	0	0	131	45	0	0	0	•
11421142115124500131450001142214221512450013145000114231423151245001314500011424142415124500013145000114251425151245000131450001142614261512450013145000011427142715124500131450000114281429151245001314500001142814291512450013145000011428142915124500131450000114281429151245001314500001142914291512450013145000011421143115124500131450000114311431151245001314500001143114311512450<		point1420	1420	1512	45	0	0	131	45	0	0	0	0
11422         1422         1512         45         0         0         131         45         0         0         0         0           11423         1423         1512         45         0         0         14         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0<		point1421	1421	1512	45	0	0	131	45	0	0	0	0
11423         1423         1512         45         0         0         131         45         0         0         0         0         0         0         10         10           11424         1424         1512         45         0         0         131         45         0         0         0         0         0         10           11425         1425         1512         45         0         0         131         45         0         0         0         0         0         10           11426         1426         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point1422	1422	1512	45	0	0	131	45	0	0	0	0
It1424         1424         1512         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         10           11425         1425         1512         45         0         0         131         45         0         0         0         0         10           11426         1426         1512         45         0         0         131         45         0         0         0         0         10           11427         1427         1512         45         0         0         131         45         0         0         0         0         10           11428         1428         1512         45         0         0         131         45         0         0         0         10           11429         1429         1512         45         0         0         131         45         0         0         0         0         10         10         11         141         141         145         10		point1423	1423	1512	45	0	0	131	45	0	0	0	0
11425 $1426$ $1512$ $45$ $0$ $0$ $131$ $45$ $0$ $0$ $0$ $11426$ $1426$ $1512$ $45$ $0$ $0$ $131$ $45$ $0$ $0$ $0$ $11427$ $1427$ $1512$ $45$ $0$ $0$ $131$ $45$ $0$ $0$ $0$ $11428$ $1428$ $1512$ $45$ $0$ $0$ $131$ $45$ $0$ $0$ $0$ $11429$ $1429$ $1512$ $45$ $0$ $0$ $131$ $45$ $0$ $0$ $0$ $11430$ $1512$ $45$ $0$ $0$ $131$ $45$ $0$ $0$ $0$ $11431$ $1431$ $1512$ $45$ $0$ $0$ $131$ $45$ $0$ $0$ $11431$ $1431$ $1512$ $45$ $0$ $0$ $131$ $45$ $0$ $0$ $0$ $11432$ $1512$ $45$ $0$ $0$ $131$ $45$ $0$ $0$ $0$ $11432$ $1512$ $45$ $0$ $0$ $0$ $0$ $0$ $0$		point1424	1424	1512	45	0	0	131	45	0	0	0	0
11426 $1426$ $1512$ $45$ $0$ $0$ $131$ $45$ $0$ $0$ $0$ $11427$ $1427$ $1512$ $45$ $0$ $0$ $131$ $45$ $0$ $0$ $0$ $11428$ $1428$ $1512$ $45$ $0$ $0$ $131$ $45$ $0$ $0$ $0$ $11429$ $1429$ $1512$ $45$ $0$ $0$ $131$ $45$ $0$ $0$ $0$ $11429$ $1429$ $1512$ $45$ $0$ $0$ $131$ $45$ $0$ $0$ $0$ $11431$ $1431$ $1512$ $45$ $0$ $0$ $131$ $45$ $0$ $0$ $0$ $11431$ $1431$ $1512$ $45$ $0$ $0$ $131$ $45$ $0$ $0$ $0$ $11432$ $1432$ $1512$ $45$ $0$ $0$ $131$ $45$ $0$ $0$ $0$		point1425	1425	1512	45	0	0	131	45	0	0	0	0
11427     1427     1512     45     0     0     131     45     0     0     0       11428     1428     1512     45     0     0     131     45     0     0     0       11429     1429     1512     45     0     0     131     45     0     0     0       11420     1430     1512     45     0     0     131     45     0     0       11431     1431     1512     45     0     0     131     45     0     0       11431     1431     1512     45     0     0     131     45     0     0       11432     1432     1512     45     0     0     131     45     0     0		point1426	1426	1512	45	0	0	131	45	0	0	0	0
11428     1428     1512     45     0     0     131     45     0     0     0       11429     1429     1512     45     0     0     131     45     0     0     0       11420     1430     1512     45     0     0     131     45     0     0     0       11431     1431     1512     45     0     0     131     45     0     0       11431     1431     1512     45     0     0     131     45     0     0       11432     1432     1512     45     0     0     131     45     0     0     0		point1427	1427	1512	45	0	0	131	45	0	0	0	0
11429     1429     1512     45     0     0     131     45     0     0     0       11430     1430     1512     45     0     0     131     45     0     0     0       11431     1431     1512     45     0     0     131     45     0     0     0       11432     1432     1512     45     0     0     131     45     0     0		point1428	1428	1512	45	0	0	131	45	0	0	0	0
nt1430         1430         1512         45         0         0         131         45         0         0         0         0         10           nt1431         1431         1512         45         0         0         131         45         0         0         0         0         10         10           nt1431         1431         1512         45         0         0         131         45         0         0         0         10         10           nt1432         1432         1512         45         0         0         131         45         0         0         0         0         0         1		point1429	1429	1512	45	0	0	131	45	0	0	0	0
1(1431 1431 1512 45 0 0 131 45 0 0 0 0 11432 1432 1512 45 0 0 0 0 0 0		point1430	1430	1512	45	0	0	131	45	0	0	0	0
nt1432 1432 1512 45 0 0 131 45 0 0 0		point1431	1431	1512	45	0	0	131	45	0	0	0	0
		point1432	1432	1512	45	0	0	131	45	0	0	0	0

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	1433	
	point1433	
TRAFFIC FOR LAeq1h Volumes		

1433       1435       1435       1435       1435       1436       1437       1438       1437       1438       1437       1437       1438       1437       1438       1438       1441       1441       1442       1443       1444       1445       1446       1445       1446       1445       1446       1445       1446       1446       1445       1446       1446       1446       1446       1446       1446       1446       1466       1466       1466       1466       1466       1466       1466       1466       1466       1466	INPUT: TRAFFIC FOR LAGG1h Volumes										-		
point1436         1434         1512         45         0         131         45         0         0           point1436         1436         1512         45         0         0         131         45         0         0           point1436         1436         1512         45         0         0         131         45         0         0           point1436         1438         1512         45         0         0         131         45         0         0           point1434         1441         1512         45         0         0         131         45         0         0         0           point1443         1441         1512         45         0         0         131         45         0         0         0           point1446         1446         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point1433	1433	1512	45	0	0	131	45	0	0	0	0
point1435         1435         1512         45         0         131         45         0         0           point1437         1436         1512         45         0         0         131         45         0         0           point1438         1433         1512         45         0         0         131         45         0         0           point1430         1433         1512         45         0         0         131         45         0         0           point1441         1441         1512         45         0         0         131         45         0         0         0           point1441         1443         1512         45         0         0         131         45         0         0         0           point1441         1444         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point1434	1434	1512	45	0	0	131	45	0	0	0	0
point135         135         1512         45         0         0         131         45         0         0           point1437         1437         1512         45         0         0         131         45         0         0           point1438         1439         1512         45         0         0         131         45         0         0           point1440         1440         1512         45         0         0         131         45         0         0           point1441         1441         1512         45         0         0         131         45         0         0         0           point1445         1445         1512         45         0         0         131         45         0         0         0           point1445         1445         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""><td></td><td>point1435</td><td>1435</td><td>1512</td><td>45</td><td>0</td><td>0</td><td>131</td><td>45</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>		point1435	1435	1512	45	0	0	131	45	0	0	0	0
point1437         1437         1512         45         0         0         131         45         0         0           point1440         1438         1512         45         0         0         131         45         0         0           point1440         1441         1512         45         0         0         131         45         0         0           point1441         1441         1512         45         0         0         131         45         0         0           point1441         1443         1512         45         0         0         131         45         0         0           point1445         1443         1512         45         0         0         131         45         0         0         0           point1445         1445         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point1436	1436	1512	45	0	0	131	45	0	0	0	0
point1438         [433         [512         45         0         131         45         0         0           point1440         1440         1512         45         0         0         131         45         0         0           point1440         1441         1512         45         0         0         131         45         0         0           point1442         1442         1512         45         0         0         131         45         0         0           point1445         1443         1512         45         0         0         131         45         0         0         0           point1445         1445         1512         45         0         0         131         45         0         0         0           point1450         1443         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point1437	1437	1512	45	0	0	131	45	0	0	0	ō
point1436         [438]         [572]         45         0         131         45         0         0           point1441         [1441]         [512]         45         0         0         131         45         0         0           point1442         [1443]         [512]         45         0         0         131         45         0         0           point1442         [1443]         [512]         45         0         0         131         45         0         0           point1445         [1444]         [512]         45         0         0         131         45         0         0           point1446         [1443]         [512]         45         0         0         131         45         0         0           point1446         [1443]         [512]         45         0         0         131         45         0         0         0           point1446         [1443]         [512]         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0		point1438	1438	1512	45	0	0	131	45	0	0	0	0
point1440         1410         1512         45         0         131         45         0         0           point1441         1441         1512         45         0         0         131         45         0         0           point1445         1443         1512         45         0         0         131         45         0         0           point1445         1443         1512         45         0         0         131         45         0         0           point1445         1443         1512         45         0         0         131         45         0         0         0           point1445         1448         1512         45         0         0         131         45         0         0         0           point1450         1443         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point1439	1439	1512	45	0	0	131	45	0	0	0	0
point1441         1441         1512         45         0         131         45         0         0           point1442         1442         1512         45         0         0         131         45         0         0           point1443         1443         1512         45         0         0         131         45         0         0           point1446         1446         1512         45         0         0         131         45         0         0           point1447         1447         1512         45         0         0         131         45         0         0         0           point1447         1447         1512         45         0         0         131         45         0         0         0           point1447         1446         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point1440	1440	1512	45	0	0	131	45	0	0	0	0
point1442         1442         1512         45         0         0         131         45         0         0           point1444         1443         1512         45         0         0         131         45         0         0           point1444         1444         1512         45         0         0         131         45         0         0           point1445         1446         1512         45         0         0         131         45         0         0         0           point1445         1448         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point1441	1441	1512	45	0	0	131	45	0	0	0	0
point1443         1413         1512         45         0         131         45         0         0           point1444         1444         1512         45         0         0         131         45         0         0           point1445         1445         1512         45         0         0         131         45         0         0         0           point1445         1446         1512         45         0         0         131         45         0         0         0           point1451         1441         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point1442	1442	1512	45	0	0	131	45	0	0	0	0
point1444         1444         1512         45         0         131         45         0         0           point1445         1445         1512         45         0         0         131         45         0         0           point1446         1446         1512         45         0         0         131         45         0         0           point1446         1447         1512         45         0         0         131         45         0         0         0           point1430         1443         1512         45         0         0         131         45         0         0         0           point1450         1443         1512         45         0         0         131         45         0         0         0           point1451         1451         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point1443	1443	1512	45	0	0	131	45	0	0	0	0
point1445         1445         1512         45         0         131         45         0         0           point1446         1446         1512         45         0         0         131         45         0         0           point1446         1447         1512         45         0         0         131         45         0         0           point1448         1448         1512         45         0         0         131         45         0         0         0           point1450         1449         1512         45         0         0         131         45         0         0         0           point1451         1452         1452         1512         45         0         0         131         45         0         0         0           point1455         1452         154         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point1444	1444	1512	45	0	0	131	45	0	0	0	0
point1446         1446         1512         45         0         131         45         0         0           point1447         1447         1512         45         0         0         131         45         0         0           point1448         1448         1512         45         0         0         131         45         0         0           point1450         1450         1512         45         0         0         131         45         0         0         0           point1450         1450         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point1445	1445	1512	45	0	0	131	45	0	0	0	0
point147         147         1512         45         0         0         131         45         0         0           point1448         1448         1512         45         0         0         131         45         0         0           point1448         1448         1512         45         0         0         131         45         0         0           point1450         1450         1512         45         0         0         131         45         0         0         0           point1451         1451         1512         45         0         0         131         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point1446	1446	1512	45	0	0	131	45	0	0	0	0
		point1447	1447	1512	45	0	0	131	45	Q	0	0	0
point1491449151245001314500point145014501512450013145000point145114511512450013145000point14521452145214521452145214520001314500point145314531453165445005145000point14551456165445005145000point14551456165445005145000point14551457165445005145000point14551457165445005145000point14551457165445005145000point14501460165445005145000point14501461165445005145000point14611461165445005145000point14621463165445005145000point146214631654450051<		point1448	1448	1512	45	0	0	131	45	0	0	0	0
point14501450151245001314500point14511451151245001314500point1452145316544500514500point1453145316544500514500point14551455145516544500514500point14551455165445005145000point14561456165445005145000point14571457165445005145000point14561459165445005145000point14511451165445005145000point14611461165445005145000point146114611654450005145000point146214611654450005145000point146214611654450005145000point146514631654450005145000 </td <td></td> <td>point1449</td> <td>1449</td> <td>1512</td> <td>45</td> <td>0</td> <td>0</td> <td>131</td> <td>45</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>		point1449	1449	1512	45	0	0	131	45	0	0	0	0
		point1450	1450	1512	45	0	0	131	45	0	0	0	0
point145214521452145214500514500point14531453165445005145000point14531453165445005145000point14551455165445005145000point14561456145616544500514500point14571457165445005145000point14581459165445005145000point14501460165445005145000point14611461165445005145000point14621463165445005145000point14621461165445005145000point14631463165445005145000point14651463165445005145000point14651463165445005145000point14651463165445000514500		point1451	1451	1512	45	0	0	131	45	0	0	0	0
point1453145316544500514500point145414551455145516544500514500point14551455145514551455145616544500514500point14551456165445005145000point1457145716544500514500point1457145716544500514500point1458145816544500514500point1460146016544500514500point1461146116544500514500point1461146116544500514500point1462146316544500514500point14631463165445005145000point146514651654450005145000point146514651654450005145000point14651465165445000514500		point1452	1452										
1454         1654         45         0         0         51         45         0         0         0           1455         1654         45         0         0         51         45         0         0         0           1456         1654         45         0         0         51         45         0         0         0           1456         1654         45         0         0         51         45         0         0         0           1450         1654         45         0         0         51         45         0         0         0           1460         1654         45         0         0         51         45         0         0         0           1460         1654         45         0         0         51         45         0         0         0           1461         1654         45         0         51         45         0         0         0         0           1462         1654         45         0         51         45         0         0         0         0           1465         1654         45         <	WB Outside Lane	point1453	1453	1654	45	0	0	51	45	0	o	0	0
1455         1654         45         0         0         51         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point1454	1454	1654	45	0	0	51	45	0	0	0	0
1456         1654         45         0         0         51         45         0         0         0           1457         1654         45         0         0         51         45         0         0         0           1457         1654         45         0         0         51         45         0         0         0           1458         1654         45         0         0         51         45         0         0         0           1460         1654         45         0         0         51         45         0         0         0           1461         1654         45         0         0         51         45         0         0         0           1461         1654         45         0         0         51         45         0         0         0           1462         1654         45         0         51         45         0         0         0         0           1463         1654         45         0         51         45         0         0         0         0           1466         1654         45         <		point1455	1455	1654	45	0	0	51	45	0	0	0	0
1457         1654         45         0         0         51         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point1456	1456	1654	45	0	0	51	45	0	0	0	0
1458         1654         45         0         0         51         45         0         0         0         1           1459         1654         45         0         0         51         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10		point1457	1457	1654	45	0	0	51	45	0	0	0	0
1459         1654         45         0         51         45         0         0         0         0         1           1460         1654         45         0         0         51         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         <		point1458	1458	1654	45	0	0	51	45	0	0	0	0
1460         1654         45         0         0         51         45         0         0         0           1461         1654         45         0         0         51         45         0         0         0           1461         1654         45         0         0         51         45         0         0         0           1462         1654         45         0         0         51         45         0         0         0           1463         1654         45         0         0         51         45         0         0         1           1465         1654         45         0         0         51         45         0         0         0           1466         1654         45         0         51         45         0         0         0         0           1466         1654         45         0         51         45         0         0         0         0		point1459	1459	1654	45	0	0	51	45	0	0	0	0
1461         1654         45         0         0         51         45         0         0         0         0         0         1           1462         1654         45         0         0         51         45         0         0         0         0         0         10         1           1462         1654         45         0         0         51         45         0         0         0         1         1         1463         1654         45         0         0         0         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1		point1460	1460	1654	45	0	0	51	45	0	0	0	0
1462         1654         45         0         0         51         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         1         465         1654         45         0         0         0         0         0         0         0         0         1         1         465         1         45         0         0         0         0         0         1         1         465         1         45         0         0         0         0         1         465         1         45         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <td></td> <td>point1461</td> <td>1461</td> <td>1654</td> <td>45</td> <td>0</td> <td>0</td> <td>51</td> <td>45</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>		point1461	1461	1654	45	0	0	51	45	0	0	0	0
1463         1654         45         0         0         51         45         0         0         0           1464         1654         45         0         0         51         45         0         0         0           1465         1654         45         0         0         51         45         0         0         0           1465         1654         45         0         0         51         45         0         0         1           1466         1654         45         0         0         51         45         0         0         0		point1462	1462	1654	45	0	0	51	45	0	0	0	0
1464         1654         45         0         0         51         45         0         0         0         10           1465         1654         45         0         0         51         45         0         0         0         10           1466         1654         45         0         0         51         45         0         0         0           1466         1654         45         0         0         51         45         0         0         0		point1463	1463	1654	45	0	0	51	45	0	0	0	0
1465         1654         45         0         0         51         45         0         0           1466         1654         45         0         0         0         0         0		point1464	1464	1654	45	0	0	51	45	0	0	0	0
1466 1654 45 0 0 51 45 0 0		point1465	1465	1654	45	0	0	51	45	0	0	0	0
		point1466	1466	1654	45	0	0	51	45	0	0	0	0

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noint1467	1467	1654	45	C	C	ι. Γ	45	C	C	C	C
			2	> c	2 0	5 2	2 4		, ,	• c	
point1468	1468	1654	45	Þ	0	5	4 2	2	-	2	P
point1469	1469	1654	45	0	0	51	45	0	0	0	0
point1470	1470	1654	45	0	0	51	45	0	0	0	0
point1471	1471	1654	45	0	0	51	45	0	0	0	0
point1472	1472	1654	45	0	0	51	45	0	0	0	0
point1473	1473	1654	45	0	0	51	45	0	0	0	0
point1474	1474	1654	45	0	0	51	45	0	0	0	0
point1475	1475	1654	45	0	0	51	45	0	0	0	0
point1476	1476	1654	45	0	0	51	45	0	0	0	0
point1477	1477	1654	45	0	0	51	45	0	0	0	0
point1478	1478	1654	45	0	0	51	45	0	0	0	0
point1479	1479	1654	45	0	0	51	45	0	0	0	0
point1480	1480	1654	45	0	0	51	45	0	0	0	0
point1481	1481	1654	45	0	0	51	45	0	0	0	0
point1482	1482	1654	45	0	0	51	45	0	0	0	0
point1483	1483	1654	45	0	0	51	45	0	0	0	0
point1484	1484	1654	45	0	0	51	45	0	0	0	0
point1485	1485	1654	45	0	0	51	45	0	0	0	0
point1486	1486	1654	45	0	0	51	45	0	0	0	0
point1487	1487	1654	45	0	0	51	45	0	0	0	0
point1488	1488	1654	45	0	0	51	45	0	0	0	0
point1489	1489	1654	45	0	0	51	45	0	0	0	0
point1490	1490	1654	45	0	0	51	45	0	0	0	0
point1491	1491	1654	45	0	0	51	45	0	0	0	0
point1492	1492	1654	45	0	0	51	45	0	0	0	0
point1493	1493	1654	45	0	0	51	45	0	0	0	0
point1494	1494	1654	45	0	0	51	45	0	0	0	0
point1495	1495	1654	45	0	0	51	45	0	0	0	0
point1496	1496	1654	45	0	0	51	45	0	0	0	0
point1497	1497	1654	45	0	0	51	45	0	0	0	0
point1498	1498	1602	45	0	0	121	45	0	0	0	0
point1499	1499	1602	45	0	0	121	45	0	0	0	0
point1500	1500	1602	45	0	0	121	45	0	0	C	0

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INPUT: TRAFFIC FOR LAeg1h Volumes		4004	1000	AE	G		ents Fer	ry Phase	Clements Ferry Phase 2 Widening	Buiu	-	G
	1 nci julod			<b>1</b>	2 1	2	1	2 :	>   (	> 0		
	point1502	1502	1602	45	0	0	121	45	0	0	0	o
	point1503	1503	1602	45	0	0	121	45	0	0	0	0
	point1504	1504	1602	45	0	0	121	45	0	0	0	0
	point1505	1505	1602	45	0	0	121	45	0	0	0	0
	point1506	1506	1602	45	0	0	121	45	0	0	0	0
	point1507	1507	1602	45	0	0	121	45	0	0	0	0
	point1508	1508	1602	45	0	0	121	45	0	0	0	0
	point1509	1509	0	45	0	0	121	45	0	0	0	0
	point1510	1510	1399	45	0	0	122	45	0	0	0	0
	point1511	1511	1399	45	0	0	122	45	0	0	0	0
	point1512	1512	1399	45	0	0	122	45	0	0	0	0
	point1513	1513	1399	45	0	0	122	45	0	0	0	0
	point1514	1514	1399	45	0	0	122	45	0	0	0	0
	point1515	1515	1399	45	0	0	122	45	0	0	0	0
	point1516	1516	1399	45	0	0	122	45	0	0	0	0
	point1517	1517	1399	45	0	0	122	45	0	0	0	0
	point1518	1518	1399	45	0	0	122	45	0	0	0	0
	point1519	1519	1399	45	0	0	122	45	0	0	Q	0
	point1520	1520	1399	45	0	0	122	45	0	0	0	0
	point1521	1521	1399	45	0	0	122	45	0	0	0	0
	point1522	1522	1399	45	0	0	122	45	0	0	0	0
	point1523	1523	1399	45	0	0	122	45	0	0	0	0
	point1524	1524	1399	45	0	0	122	45	0	0	0	0
	point1525	1525	1399	45	0	0	122	45	0	0	0	0
	point1526	1526	1399	45	0	0	122	45	0	0	0	0
	point1527	1527	1399	45	0	0	122	45	0	0	0	0
	point1528	1528	1399	45	0	0	122	45	0	0	0	0
	point1529	1529	1399	45	0	0	122	45	0	0	0	0
	point1530	1530	1399	45	0	0	122	45	0	0	0	0
	point1531	1531	1399	45	0	0	122	45	0	0	0	0
	point1532	1532	1399	45	0	0	122	45	0	0	0	0
	point1533	1533	1399	45	0	0	122	45	0	0	0	0
	point1534	1534	1399	45	0	0	122	45	0	0	0	0

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INPUT: TRAFFIC FOR LAeg1h Volumes						Clem	ents Fei	<b>Clements Ferry Phase</b>	e 2 Widening	ning		
	point1535	1535	1399	45	0	0	122	45	0	0	0	0
	point1536	1536	1399	45	0	0	122	45	0	0	0	0
	point1537	1537	1399	45	0	0	122	45	0	0	0	0
	point1538	1538	1399	45	0	0	122	45	0	0	0	0
	point1539	1539	1399	45	0	0	122	45	0	0	0	0
	point1540	1540	1399	45	0	0	122	45	0	0	0	0
	point1541	1541	1399	45	0	0	122	45	0	0	0	0
	point1542	1542	1399	45	0	0	122	45	0	0	0	0
	point1543	1543	1399	45	0	0	122	45	0	0	0	0
	point1544	1544	1399	45	0	0	122	45	0	0	0	0
	point1545	1545	1399	45	0	0	122	45	0	0	0	0
	point1546	1546	1399	45	0	0	122	45	0	0	0	0
	point1547	1547	1399	45	0	0	122	45	0	0	0	0
	point1548	1548	1399	45	0	0	122	45	0	0	0	0
	point1549	1549	1399	45	0	0	122	45	0	0	0	0
	point1550	1550	1399	45	0	0	122	45	0	0	0	0
	point1551	1551	1399	45	0	0	122	45	0	0	0	0
	point1552	1552	1399	45	0	0	122	45	0	0	0	•
	point1553	1553	1399	45	0	0	122	45	0	0	0	0
	point1554	1554	1399	45	0	0	122	45	0	0	0	0
	point1555	1555	1399	45	0	0	122	45	0	0	0	0
	point1556	1556	1399	45	0	0	122	45	0	0	0	0
	point1557	1557	1399	45	0	0	122	45	0	0	0	0
	point1558	1558	1399	45	0	0	122	45	0	0	0	0
	point1559	1559	1399	45	0	0	122	45	Ō	0	0	0
	point1560	1560	1399	45	0	0	122	45	0	0	0	0
	point1561	1561	1399	45	0	0	122	45	0	0	0	0
	point1562	1562	1399	45	0	0	122	45	0	0	0	0
	point1563	1563	1512	45	0	0	131	45	0	0	0	0
	point1564	1564	1512	45	0	0	131	45	0	0	0	0
	point1565	1565	1512	45	0	0	131	45	0	0	0	0
	point1566	1566	1512	45	0	0	131	45	0	0	0	0
	point1567	1567	1512	45	0	0	131	45	0	0	0	0
	point1568	1568	1512	45	0	0	131	45	0	0	0	0

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point1602	
	C:\Clements Ferry TNM\Build 2040rev

INPUT: TRAFFIC FOR LAeg1h Volumes						Clen	Clements Fe	Ferry Phase	5	Widening		
	point1569	1569	1512	45	0	0	131	45	0	0	0	0
	point1570	1570	1512	45	0	0	131	45	0	0	0	0
	point1571	1571	1512	45	0	0	131	45	0	0	0	0
	point1572	1572	1512	45	0	0	131	45	0	0	0	0
	point1573	1573	1512	45	0	0	131	45	0	0	0	0
	point1574	1574	1512	45	0	0	131	45	0	0	0	0
	point1575	1575	1512	45	0	0	131	45	0	0	0	0
	point1576	1576	1512	45	0	0	131	45	0	0	0	0
	point1577	1577	1512	45	0	0	131	45	0	0	0	0
	point1578	1578	1512	45	0	0	131	45	0	0	0	0
	point1579	1579	1512	45	0	0	131	45	0	0	0	0
	point1580	1580	1512	45	0	0	131	45	0	0	0	0
	point1581	1581	1512	45	0	0	131	45	0	0	0	0
	point1582	1582	1512	45	0	0	131	45	0	0	0	0
	point1583	1583	1512	45	0	0	131	45	0	0	0	0
	point1584	1584	1512	45	0	0	131	45	0	0	0	0
	point1585	1585	1512	45	0	0	131	45	0	0	0	0
	point1586	1586	1512	45	0	0	131	45	0	0	0	0
	point1587	1587	1512	45	0	0	131	45	0	0	0	0
	point1588	1588	1512	45	0	0	131	45	0	0	0	0
	point1589	1589	1512	45	0	0	131	45	0	0	o	0
	point1590	1590	1512	45	0	0	131	45	0	0	0	0
	point1591	1591	1512	45	0	0	131	45	0	0	0	0
	point1592	1592	1512	45	0	0	131	45	0	0	0	0
	point1593	1593	1512	45	0	0	131	45	0	0	0	0
	point1594	1594	1512	45	0	0	131	45	0	0	0	0
	point1595	1595	1512	45	0	0	131	45	0	0	0	0
	point1596	1596	1512	45	0	0	131	45	0	0	0	0
	point1597	1597	1512	45	0	0	131	45	0	0	0	0
	point1598	1598	1512	45	0	0	131	45	0	0	0	0
	point1599	1599	1512	45	0.	0	131	45	0	0	0	0
	point1600	1600	1512	45	0	0	131	45	0	0	0	0
	point1601	1601	1512	45	0	0	131	45	0	0	0	0
	point1602	1602	1512	45	0	0	131	45	0	0	0	0

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point1603	1603	1512	45	0	0	131	45	0	0	0	
point1604	1604	1512	45	0	0	131	45	0	0	0	
point1605	1605	1512	45	0	0	131	45	0	0	0	
point1606	1606	1512	45	0	0	131	45	0	0	0	
point1607	1607	1512	45	0	0	131	45	0	0	0	
point1608	1608	1512	45	0	0	131	45	0	0	0	
point1609	1609	1512	45	0	0	131	45	0	0	0	
point1610	1610	1512	45	0	0	131	45	0	0	0	
point1611	1611	1512	45	0	0	131	45	0	0	0	
point1612	1612	1512	45	0	0	131	45	0	0	0	
point1613	1613	1512	45	0	0	131	45	0	0	0	
point1614	1614	1512	45	0	0	131	45	0	0	0	
point1615	1615	1512	45	0	0	131	45	0	0	0	1
point1616	1616	1512	45	0	0	131	45	0	0	0	
point1617	1617	1512	45	0	0	131	45	0	0	0	
point1618	1618	1512	45	0	0	131	45	0	0	0	
point1619	1619	1512	45	0	0	131	45	0	0	0	
point1620	1620	1512	45	.0	0	131	45	0	0	0	1 1
point1621	1621	1512	45	0	0	131	45	0	0	0	
point1622	1622	1512	45	0	0	131	45	0	0	0	
point1623	1623	1512	45	0	0	131	45	0	0	0	
point1624	1624	1512	45	0	0	131	45	0	0	0	
point1625	1625	1512	45	0	0	131	45	0	0	0	· ·
point1626	1626	1512	45	0	0	131	45	0	0	0	
point1627	1627	1512	45	0	0	131	45	0	0	0	
point1628	1628	1512	45	0	0	131	45	0	0	0	
point1629	1629	1512	45	0	0	131	45	0	0	0	1 1
point1630	1630	1512	45	0	0	131	45	0	0	0	
point1631	1631	1512	45	0	0	131	45	0	0	0	
point1632	1632	1512	45	0	0	131	45	0	0	0	
point1633	1633	1512	45	0	0	131	45	0	0	0	
point1634	1634	1512	45	0	0	131	45	0	0	0	
point1635	1635	1512	45	0	0	131	45	0	0	0	
point1636	1636	1512	45	0	0	131	45	0	0	0	

INPUT: TRAFFIC FOR LAeg1h Volumes						Clem	ents Fer	<b>Clements Ferry Phase</b>	2 Widening	ning		
	point1637	1637	1512	45	0	0	131	45	0	0	0	0
	point1638	1638	1512	45	0	0	131	45	0	0	0	0
	point1639	1639	1512	45	0	0	131	45	0	0	0	0
	point1640	1640	1512	45	0	0	131	45	0	0	0	0
	point1641	1641	1512	45	0	0	131	45	0	0	0	0
	point1642	1642	1512	45	0	0	131	45	0	0	0	0
	point1643	1643	1512	45	0	0	131	45	0	0	0	0
	point1644	1644	1512	45	0	0	131	45	0	0	0	0
	point1645	1645	1512	45	0	0	131	45	0	0	0	0
	point1646	1646	1512	45	0	0	131	45	0	0	0	0
	point1647	1647	1512	45	0	0	131	45	0	0	0	0
	point1648	1648	1512	45	0	0	131	45	0	0	0	0
	point1649	1649	1512	45	0	0	131	45	0	0	0	0
	point1650	1650	1512	45	0	0	131	45	0	0	0	0
	point1651	1651	1512	45	0	0	131	45	0	0	0	0
	point1652	1652	1512	45	0	0	131	45	0	0	0	0
	point1653	1653	1512	45	0	0	131	45	0	0	0	0
	point1654	1654	1512	45	0	0	131	45	0	0	0	0
	point1655	1655	1512	45	0	Ó	131	45	0	0	0	0
	point1656	1656	1512	45	0	0	131	45	0	0	0	0
	point1657	1657	1512	45	0	0	131	45	0	0	0	0
	point1658	1658	1512	45	0	0	131	45	0	0	0	0
	point1659	1659	1512	45	0	0	131	45	0	0	0	0
	point1660	1660	1512	45	0	0	131	45	0	0	0	0
	point1661	1661	1512	45	0	0	131	45	0	0	0	0
	point1662	1662										
Point Hope Turnlane	point1670	1670	0	0	0	0	0	0	0	0	0	0
	point1671	1671	0	0	0	0	0	0	0	0	0	0
	point1672	1672										
EB Left Turnlane Point Hope	point1673	1673	0	0	0	0	0	0	0	0	0	0
	point1674	1674	0	0	0	0	0	0	0	0	0	0
	point1675	1675	0	0	0	0	0	0	0	0	0	0
	point1676	1676			_			_				
WB Turn Point Hope	point1677	1677	0	0	0	0	0	0	0	0	0	0

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point1678         1678         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< th=""><th>INPUT: TRAFFIC FOR LAeg1h Volumes</th><th>ŝ</th><th></th><th></th><th></th><th></th><th>Cleme</th><th>Clements Ferry</th><th>ry Phase</th><th>BUIUODIAA Z O</th><th>Guiua</th><th></th><th></th></t<>	INPUT: TRAFFIC FOR LAeg1h Volumes	ŝ					Cleme	Clements Ferry	ry Phase	BUIUODIAA Z O	Guiua		
point1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673         1673		==	1678	0	0	0	0	0	0		0	0	0
point1680         1680         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""><td></td><td>point1679</td><td>1679</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>		point1679	1679	0	0	0	0	0	0	0	0	0	0
point1681         1681         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""><td></td><td>point1680</td><td>1680</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>		point1680	1680	0	0	0	0	0	0	0	0	0	0
point1682         1682         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""><td></td><td>point1681</td><td>1681</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>		point1681	1681										
point1683         1683         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""><td>EB Left Turn East of Point Hope</td><td>point1682</td><td>1682</td><td>Ô</td><td>0</td><td>0</td><td>0</td><td>o</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>	EB Left Turn East of Point Hope	point1682	1682	Ô	0	0	0	o	0	0	0	0	0
point1684         1684         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""><td></td><td>point1683</td><td>1683</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>		point1683	1683	0	0	0	0	0	0	0	0	0	0
point1685         1635         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""><td></td><td>point1684</td><td>1684</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>		point1684	1684	0	0	0	0	0	0	0	0	0	0
point1686         1686         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0           point1693         1693         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         <		point1685	1685	0	0	0	0	0	0	0	0	0	0
point1687         1687         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         <		point1686	1686										
point1688         1688         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""><td>EB Aux Lane</td><td>point1687</td><td>1687</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>	EB Aux Lane	point1687	1687	0	0	0	0	0	0	0	0	0	0
point1689         1689         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""><td></td><td>point1688</td><td>1688</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>		point1688	1688	0	0	0	0	0	0	0	0	0	0
point1690         1690         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0           point1695         1697         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         <		point1689	1689	0	0	0	0	0	0	0	0	0	0
point1691         1691         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""><td></td><td>point1690</td><td>1690</td><td>o</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>		point1690	1690	o	0	0	0	0	0	0	0	0	0
9point(692(69200000000 $point(693)$ (693)0000000000 $point(694)$ (695)169516951695000000000 $point(695)$ (695)169500000000000 $point(695)$ 1695000000000000 $point(1695)$ 1695000000000000 $point(1695)$ 1695000000000000 $point(1695)$ 1695000000000000 $point(1701)$ 1701170100000000000 $point(1702)$ 17020000000000000 $point(1702)$ 17030000000000000 $point(1702)$ 17050000000000000 $point(1705)$ 17050000		point1691	1691	0	0	0	0	0	0	0	0	0	0
a         point1633         1633         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 </td <td></td> <td>point1692</td> <td>1692</td> <td></td>		point1692	1692										
point1694169416940000000point16951695169500000000point169516951695000000000point169516951695000000000point169516950000000000point169316991699000000000point170117701770000000000point170217020000000000point170317031703000000000point170417061705000000000point170517050000000000point1706170617060000000000point17051705000000000000point17061706000000000000point17061706	WB Left Turn East of Point Hope	point1693	1693	0	0	0	0	0	0	0	0	0	0
point169516950000000point16961696000000000point169716970000000000point169816980000000000point169916980000000000point17001700170000000000point17011701000000000point17021703000000000point17051705000000000point17051706000000000point17051706000000000point17051706000000000point17051706000000000point17051706000000000point170517060000000000point17051706000 <td></td> <td>point1694</td> <td>1694</td> <td>0</td>		point1694	1694	0	0	0	0	0	0	0	0	0	0
point169616960000000point16971697000000000point169816980000000000point169916991699000000000point17001700170017000000000point17011701170100000000point17021702000000000point170217031703000000000point170517050000000000point170517050000000000point170517060000000000point170517060000000000point170517060000000000point170517060000000000point170517060000000000 </td <td></td> <td>point1695</td> <td>1695</td> <td></td>		point1695	1695										
point169716970000000point16981699000000000point169916991699000000000point170017001700000000000point170117010000000000point170217020000000000point170417040000000000point170517050000000000point170617060000000000point170617060000000000point170617080000000000point170617091709000000000point170117091709000000000point1701171000000000000point17011709000000	EB Right Turn Lane Nelliefield	point1696	1696	0	0	0	0	0	0	0	0	0	0
point169816980000000point16991699000000000point170017001700000000000point170117010000000000point170217020000000000point170317030000000000point170417040000000000point170517050000000000point170617060000000000point170517050000000000point170617080000000000point170717070000000000point170817080000000000point170117100000000000point1711171100000000 <td></td> <td>point1697</td> <td>1697</td> <td>0</td>		point1697	1697	0	0	0	0	0	0	0	0	0	0
		point1698	1698	0	0	0	0	0	0	0	0	0	0
point1700170017000000point170117010000000point1702170200000000point1703170300000000point1703170300000000point1704170400000000point1705170500000000point1705170600000000point1705170600000000point1705170600000000point1706170800000000point1706170800000000point1710171000000000point17111711000000000		point1699	1699	0	0	0	0	0	0	0	0	0	0
point1701         1701         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""><td></td><td>point1700</td><td>1700</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>		point1700	1700										
point1702         1702         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""><td>EB Left Turn Lane at Nelliefield</td><td>point1701</td><td>1701</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>	EB Left Turn Lane at Nelliefield	point1701	1701	0	0	0	0	0	0	0	0	0	0
point1703         1703         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""><td></td><td>point1702</td><td>1702</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>		point1702	1702	0	0	0	0	0	0	0	0	0	0
point1704         1704         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""><td></td><td>point1703</td><td>1703</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>		point1703	1703	0	0	0	0	0	0	0	0	0	0
point1705         1705         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""><td></td><td>point1704</td><td>1704</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>		point1704	1704	0	0	0	0	0	0	0	0	0	0
point1706         1706         7706         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		point1705	1705	0	0	0	0	0	0	0	0	0	0
point1707         1707         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""><td></td><td>point1706</td><td>1706</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>		point1706	1706										
point1708         1708         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""><td>EB Right Turn at the Penninsula</td><td>point1707</td><td>1707</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>	EB Right Turn at the Penninsula	point1707	1707	0	0	0	0	0	0	0	0	0	0
point1709         1709         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""><td></td><td>point1708</td><td>1708</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>		point1708	1708	0	0	0	0	0	0	0	0	0	0
point1710         1710         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""><td></td><td>point1709</td><td>1709</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>		point1709	1709										
1711         1711         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 </td <td>WB Left Turn at Nelliefield</td> <td>point1710</td> <td>1710</td> <td>0</td>	WB Left Turn at Nelliefield	point1710	1710	0	0	0	0	0	0	0	0	0	0
		point1711	1711	0	0	0	0	0	Ó	0	0	0	0

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			C		¢	C	¢	¢	C	C	C	C
	point1712	1712	0	0	D	0	D	0	2	C	D	D
	point1713	1713	0	0	0	0	0	0	0	0	0	0
	point1714	1714										
WB Left Turn at Penninsula	point1715	1715	0	0	0	0	0	0	0	0	0	0
	point1716	1716	0	0	0	0	0	0	0	0	0	0
	point1717	1717	0	0	0	0	0	0	0	0	0	0
	point1718	1718	0	0	0	0	0	0	0	0	0	0
	point1719	1719										
EB Left Turn at River Reach	point1720	1720	0	0	0	0	0	0	0	0	0	0
	point1721	1721	0	0	0	0	0	0	0	0	0	0
	point1722	1722	0	0	0	0	0	0	0	0	0	0
	point1723	1723										
WB LEft Turn at River Reach	point1724	1724	0	0	0	0	0	0	0	0	0	0
	point1725	1725	0	0	0	0	0	0	0	0	0	0
	point1726	1726	0	0	0	0	0	0	0	0	0	0
	point1727	1727								_		
EB Left Turn at Cainhoy VIIIage	point1728	1728	0	0	0	0	0	0	0	0	0	0
	point1729	1729	0	0	0	0	0	0	0	0	0	0
	point1730	1730	0	0	0	0	0	0	0	0	0	0
	point1731	1731	0	0	0	0	0	0	0	0	0	0
	point1732	1732	0	0	0	0	0	0	0	0	0	0
	point1733	1733										
WB Left Turn at Cainhoy Village	point1734	1734	0	0	0	0	0	0	0	0	0	0
	point1735	1735	0	0	0	0	0	0	0	0	0	0
	point1736	1736	0	0	0	0	0	0	0	0	0	0
	point1737	1737	0	0	0	0	0	0	0	0	0	0
	point1738	1738								_		
WB Right Turn at Cainhoy Village	point1739	1739	0	0	0	0	0	0	0	0	0	0
	point1740	1740	0	0	0	0	0	0	0	0	0	0
	point1741	1741	0	0	0	0	0	0	0	0	0	0
	point1742	1742	0	0	0	0	0	0	0	0	0	0
	point1743	1743							5			
WB Left Turn at Oak Bluff	point1744	1744	0	0	0	0	0	0	0	0	0	0
	point1745	1745	0	0	0	0	0	0	0	0	0	0

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point1746         1746         0         0         0           point1747         1747         0         0         0         0           point1748         1748         0         0         0         0         0           point1748         1749         0         0         0         0         0         0           point1749         1751         1751         0         0         0         0         0           point1753         1753         0         0         0         0         0         0           point1755         1755         0         0         0         0         0         0         0           point1755         1756         0         0         0         0         0         0           point1756         1756         0         0         0         0         0         0           point1760         1764         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	INPUT: TRAFFIC FOR LAgg1h Volumes			100 010 010 010 0		3	Cleme	ints Feri	ry Phase	Clements Ferry Phase 2 Widening	ning		
point1747         1747 $1747$ $0$ $0$ point1750         1749         0         0         0         0           point1750         1750         0         0         0         0           point1751         1751         0         0         0         0           point1753         1753         0         0         0         0           point1754         1753         0         0         0         0           point1755         1755         0         0         0         0           point1755         1755         0         0         0         0           point1755         1755         0         0         0         0           point1756         1756         0         0         0         0           point1761         1769         0         0         0         0           point1761         1761         0         0         0         0         0           point1761         1764         0         0         0         0         0         0           point1763         1765         0         0         0         <		8 	1746	0	0	0	0	0	0	0	0	0	0
point1748         1748         0         0         0           point1750         1750         0         0         0         0           point1751         1751         0         0         0         0           point1753         1753         0         0         0         0           point1753         1753         0         0         0         0           point1755         1755         0         0         0         0           point1755         1755         0         0         0         0           point1755         1755         0         0         0         0           point1756         1756         0         0         0         0           point1761         1756         0         0         0         0           point1763         1756         0         0         0         0           point1761         1761         0         0         0         0           point1763         1763         0         0         0         0         0           point1763         1766         0         0         0         0         0         0		point1747	1747										
point1750         1750         0         0           point1751         1751         0         0         0           point1751         1751         1751         0         0         0           point1751         1752         0         0         0         0           point1753         1753         0         0         0         0           point1754         1755         1755         0         0         0           point1755         1756         1756         0         0         0           point1756         1756         0         0         0         0           point1756         1756         0         0         0         0           point1756         1756         0         0         0         0           point1761         1761         0         0         0         0           point1763         1763         0         0         0         0         0           ftm <sc41< td="">         point1764         1766         0         0         0         0         0           ftm<sc41< td="">         point1764         1766         0         0         0         0&lt;</sc41<></sc41<>	ft Turn at Cainhoy	point1748	1748	0	0	0	0	0	0	0	0	0	0
point1750         1750         0         0         0 $point1751$ 1751         1751         0         0         0 $point1751$ 1752         0         0         0         0 $point1753$ 1753         0         0         0         0 $point1754$ 1754         0         0         0         0 $point1755$ 1755         0         0         0         0 $point1756$ 1756         0         0         0         0 $point1756$ 1756         0         0         0         0 $point1761$ 1769         0         0         0         0 $point1762$ 1769         0         0         0         0 $point1761$ 1769         0         0         0         0 $mSC41$ point1762         1769         0         0         0         0 $mSC41$ point1763         1769         0         0         0         0         0 $mSC41$ point1764         1766         0 </td <td></td> <td>point1749</td> <td>1749</td> <td>0</td>		point1749	1749	0	0	0	0	0	0	0	0	0	0
point1751         1751         1751         0         0           ce         point1752         1752         0         0         0           point1753         1753         0         0         0         0           point1754         1755         1755         0         0         0           point1755         1755         0         0         0         0           point1755         1755         0         0         0         0           point1756         1755         0         0         0         0           point1751         1755         0         0         0         0           point1764         1756         0         0         0         0           point1763         1763         0         0         0         0           point1764         1764         0         0         0         0           point1764         1765         0         0         0         0         0           point1764         1766         0         0         0         0         0         0           mSC 41         point1764         1766         0         0		point1750	1750	0	0	0	0	0	0	0	0	0	0
ce         point1752         1752         0         0         0           point1753         1753         0         0         0         0           point1753         1753         0         0         0         0           point1754         1755         1755         0         0         0           point1756         1756         0         0         0         0           point1756         1756         0         0         0         0           point1761         1756         0         0         0         0           point1763         1759         0         0         0         0           point1761         1761         0         0         0         0           point1763         1763         0         0         0         0           mSC 41         point1763         1763         0         0         0         0           mSC 41         point1764         1766         0         0         0         0         0           mSC 41         point1763         1763         0         0         0         0         0           mSC 41         point1770 <td></td> <td>point1751</td> <td>1751</td> <td></td>		point1751	1751										
point17531753000point17541756000point17551756000point17551756000point17551756000point17551759000point17511759000point17531759000point17601760000point17611761000point17611761000point17621762000point17641765000point17651765000point17641766000point17631763000mSC 41point1764176500point17631763000mSC 41point1764176600point17631763000point17641766000point17631770000point17711771000point17741772000point17751772000point17761776000point17761776000point17761776000point17761777000 </td <td>ft Turn at Reflectance</td> <td>point1752</td> <td>1752</td> <td>0</td>	ft Turn at Reflectance	point1752	1752	0	0	0	0	0	0	0	0	0	0
point1754         1754         0         0         0           point1755         1755         1756         0         0         0           point1756         1756         0         0         0         0           point1756         1756         0         0         0         0           point1756         1756         0         0         0         0           point1760         1760         0         0         0         0           point1761         1761         0         0         0         0           point1761         1761         0         0         0         0           point1763         1763         0         0         0         0           point1763         1763         0         0         0         0           point1763         1763         0         0         0         0           mSC 41         point1764         1766         0         0         0         0           mSC 41         point1764         1769         0         0         0         0         0           mSC 41         point1766         1766         0         0		point1753	1753	0	0	0	0	0	0	0	0	0	0
point1755         1755         0         0           point1756         1756         0         0         0           point1756         1756         0         0         0         0           point1756         1757         1757         0         0         0           point1760         1759         0         0         0         0           point1761         1761         0         0         0         0           point1762         1763         0         0         0         0           point1763         1763         0         0         0         0           point1763         1763         0         0         0         0           mSC41         point1763         1763         0         0         0           mSC41         point1765         1765         0         0         0         0           mSC41         point1765         1763         0         0         0         0         0           mSC41         point1765         1765         0         0         0         0         0           mSC41         point1766         1776         0         0<		point1754	1754	0	0	0	0	0	0	0	0	0	0
jton         point1756         1756         0         0         0           point1757         1757         0         0         0         0           point1753         1756         0         0         0         0           point1753         1759         0         0         0         0           point1761         1760         0         0         0         0           point1761         1761         0         0         0         0           point1763         1763         0         0         0         0           point1763         1763         0         0         0         0           mSC 41         point1763         1765         0         0         0           mSC 41         point1765         1765         0         0         0         0           mSC 41         point1763         1766         0         0         0         0         0           mSC 41         point1764         1766         0         0         0         0         0           mSC 41         point1765         1776         0         0         0         0           mSC 41 </td <td></td> <td>point1755</td> <td>1755</td> <td></td>		point1755	1755										
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	ight Turn at Bennington	point1756	1756	0	0	0	0	0	0	0	0	0	0
point1758         1758         1758         1           point1759         1759         0         0           point1761         1761         0         0         0           point1761         1761         0         0         0         0           point1761         1761         0         0         0         0         0           point1763         1762         0         0         0         0         0         0           point1763         1763         0         0         0         0         0         0           point1765         1765         0         0         0         0         0         0           mSC 41         point1765         1766         0         0         0         0         0         0           mSC 41         point1768         1766         0         0         0         0         0         0           mSC 41         point1768         1769         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0<		point1757	1757	0	0	0	0	0	0	0	0	0	0
		point1758	1758										
	ight Turn at SC 41	point1759	1759	0	0	0	0	0	0	0	0	0	0
		point1760	1760	0	0	0	0	0	0	0	Ó	0	0
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		point1761	1761	0	0	0	0	0	0	0	0	0	0
$\begin{tabular}{ c c c c c c c c c c c c c c c c c c c$		point1762	1762	0	0	0	0	0	0	0	0	0	0
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		point1763	1763	0	0	0	0	0	0	0	0	0	0
m SC 41       point1765       1765       0       0       0         m SC 41       point1766       1766       0       0       0       0         point1763       1767       0       0       0       0       0       0         point1763       1768       0       0       0       0       0       0         point1763       1769       0       0       0       0       0       0         point1770       1770       1771       0       0       0       0       0         point1771       1771       1771       0       0       0       0       0         point1773       1773       1773       0       0       0       0       0         point1774       1774       0       0       0       0       0       0         point1775       1775       1775       0       0       0       0       0         point1775       1775       0       0       0       0       0       0       0         point1776       1777       0       0       0       0       0       0       0       0       0		point1764	1764	0	0	0	0	0	0	0	0	0	0
m SC 41       point1766       1767       0       0       0         m SC 41       point1767       1767       0       0       0       0         point1768       1767       0       0       0       0       0       0         point1769       1769       0       0       0       0       0       0         point1770       1770       1771       1771       0       0       0       0         point1771       1771       1772       0       0       0       0       0         point1773       1773       1773       0       0       0       0       0         point1773       1773       1774       0       0       0       0       0         point1775       1775       0       0       0       0       0       0         point1775       1775       0       0       0       0       0       0         point1775       1775       0       0       0       0       0       0         resct       point1775       1777       0       0       0       0       0         resct       0       0 <td></td> <td>point1765</td> <td>1765</td> <td>0</td>		point1765	1765	0	0	0	0	0	0	0	0	0	0
m SC 41       point1767       1767       0       0       0         point1768       1768       0       0       0       0         point1768       1769       0       0       0       0         point1769       1769       0       0       0       0         point1770       1770       0       0       0       0         point1771       1771       1771       0       0       0         point1772       1772       0       0       0       0         point1773       1773       0       0       0       0         point1774       1774       0       0       0       0       0         point1775       1775       0       0       0       0       0       0         point1776       1775       0       0       0       0       0       0       0       0       0         f       1775       1775       0       0       0       0       0       0         f       point1776       1776       0       0       0       0       0       0       0       0       0       0       0		point1766	1766										
point1768     1768     0     0     0       point1769     1769     0     0     0       point1770     1771     0     0     0       point1771     1771     0     0     0       point1773     1772     0     0     0       point1772     1772     0     0     0       point1773     1773     0     0     0       point1775     1774     0     0     0       point1775     1775     0     0     0	aht Turn onto CF from SC 41	point1767	1767	0	0	0	0	0	0	0	0	0	0
point1769       1769       0       0       0         point1770 $1770$ 0       0       0       0         point1771 $1771$ $1771$ 0       0       0       0         point1771 $1771$ $1771$ 0       0       0       0       0         point1772 $1772$ $0$ 0       0       0       0       0         point1773 $1773$ $0$ 0       0       0       0       0         point1774 $1774$ $0$ 0       0       0       0       0         point1775 $1775$ $0$ 0       0       0       0       0         point1775 $1775$ $0$ 0       0       0       0       0         point1775 $1775$ $0$ 0       0       0       0       0       0       0		point1768	1768	0	0	0	0	0	0	0	0	0	0
point1770     1770     0     0     0       point1771     1771     0     0     0       point1772     1772     0     0     0       point1773     1773     0     0     0       point1774     1774     0     0     0       point1775     1775     0     0     0       point1775     1775     0     0     0       point1776     1775     0     0     0       point1776     1775     0     0     0		point1769	1769	0	0	0	0	0	0	0	0	0	0
point1771     1771     1771       point1772     1772     0     0       point1773     1773     0     0     0       point1774     1774     0     0     0       point1775     1775     0     0     0       point1775     1775     0     0     0       point1776     1777     0     0     0		point1770	1770	0	0	0	0	0	0	0	0	0	0
point1772     1772     0     0     0       point1773     1773     0     0     0       point1774     1774     0     0     0       point1775     1775     0     0     0       point1775     1775     0     0     0       point1776     1777     0     0     0		point1771	1771										
point1773     1773     0     0     0       point1774     1774     0     0     0       point1775     1775     0     0     0       point1776     1776     0     0     0       point1770     1777     0     0     0	eft Turn at Business	point1772	1772	0	0	0	0	0	0	0	o	0	0
point1774         1774         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""><td></td><td>point1773</td><td>1773</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>Q</td><td>0</td><td>0</td></t<>		point1773	1773	0	0	0	0	0	0	0	Q	0	0
point1775         1775         0         0           point1776         1776         0         0         0           point1777         1777         0         0         0		point1774	1774	0	0	0	0	0	0	0	0	0	0
point1776         1776         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""><td></td><td>point1775</td><td>1775</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>		point1775	1775										
1777 0 0 0 2 2 2 2 0 0 0	eft Turn to Bradbury	point1776	1776	0	0	0	0	0	0	0	0	0	0
0		point1777	1777	0	0	0	0	0	0	0	0	0	0
1//8 n n		point1778	1778	0	0	0	0	0	0	0	0	0	0
point1779 1779		point1779	1779						_	_	_		

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INPUT: TRAFFIC FOR LAeg1h Volumes			100			Clemer	<b>Clements Ferry Phase</b>	y Phase	e 2 Widening	ening		1
EB Left Turn to Steel	point1780	1780	0	0	0	0	0	0	0	0	0	0
	point1781	1781	0	0	0	0	0	0	0	0	0	0
	point1782	1782	0	0	0	0	0	0	0	0	0	0
	point1783	1783								1000		
WB Right Turn to Jack Primus	point1784	1784	0	0	0	0	0	0	0	0	0	0
	point1785	1785	0	0	0	0	0	0	0	0	0	0
	point1786	1786	0	0	0	0	0	0	0	0	0	0
	point1787	1787	0	0	0	0	0	0	0	0	0	0
	point1788	1788										
WB Left Turn to Royal Assembly	point1789	1789	0	0	0	0	0	0	0	0	0	0
	point1790	1790	0	0	0	0	0	0	0	0	0	0
	point1791	1791	0	0	0	0	0	0	0	0	0	Ò
	point1792	1792		_								
North Shared Use Path	point1793	1793	0	0	0	0	0	0	0	0	0	0
	point1794	1794	0	0	0	0	0	0	0	0	0	Ò
	point1795	1795	0	0	0	0	0	0	0	0	0	0
	point1796	1796	0	0	0	0	0	0	0	0	0	Ô
	point1797	1797	0	0	0	0	0	0	0	0	0	0
	point1798	1798	0	0	0	0	0	0	0	0	0	0
	point1799	1799	0	0	0	0	0	0	0	0	0	0
	point1800	1800	0	0	0	0	0	0	0	0	0	0
	point1801	1801	0	0	0	0	0	0	0	0	0	0
	point1802	1802	0	0	0	0	0	0	0	0	0	0
	point1803	1803	0	0	0	0	0	0	0	0	0	0
	point1804	1804	0	0	0	0	0	0	0	0	0	0
	point1805	1805	0	0	0	0	0	0	0	0	0	0
	point1806	1806	0	0	0	0	0	0	0	0	0	0
	point1807	1807	0	0	0	0	0	0	0	0	0	0
	point1808	1808	0	0	0	0	0	0	0	0	0	0
	point1809	1809	0	0	0	0	0	0	0	0	0	0
	point1810	1810	0	0	0	0	0	0	0	0	0	0
	point1811	1811	0	0	0	0	0	0	0	0	0	0
	point1812	1812	0	0	0	0	0	0	0	0	0	0
	point1813	1813	0	0	0	0	0	0	0	0	0	0
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INPUT: TRAFFIC FOR LAeg1h Volumes						Clements	tts Ferry	y Phase	e 2 Widening	guing		
	point1814	1814	0	0	0	0	0		0	0	0	0
	point1815	1815	0	0	0	0	0	0	0	0	0	0
	point1816	1816	0	0	0	0	0	0	0	0	0	0
	point1817	1817	0	0	0	0	0	0	0	0	0	0
	point1818	1818	0	0	0	0	0	0	0	0	0	0
	point1819	1819	0	0	0	0	0	0	0	0	0	0
	point1820	1820	0	0	0	0	0	0	0	0	0	0
	point1821	1821	0	0	0	0	0	0	0	0	0	0
	point1822	1822	0	0	0	0	0	0	0	0	0	0
	point1823	1823	0	0	0	0	0	0	0	0	0	0
	point1824	1824	0	0	0	0	0	0	0	0	0	0
	point1825	1825	0	0	0	0	0	0	0	0	0	0
	point1826	1826	0	0	0	0	0	0	0	0	0	0
	point1827	1827	0	0	0	0	0	0	0	0	0	0
	point1828	1828	0	0	0	0	0	0	0	0	0	0
	point1829	1829	0	0	0	0	0	0	0	0	0	0
	point1830	1830	0	0	0	0	0	0	0	0	0	0
	point1831	1831	0	0	0	0	0	0	0	0	0	0
	point1832	1832	0	0	0	0	0	0	0	0	0	0
	point1833	1833	0	0	0	0	0	0	0	0	0	0
	point1834	1834	0	0	0	0	0	0	0	0	0	0
	point1835	1835	0	0	0	0	0	0	0	0	0	0
	point1836	1836	0	0	0	0	0	0	0	0	o	O
	point1837	1837	0	0	0	0	0	0	0	0	0	0
	point1838	1838	0	0	0	0	0	0	0	0	o	0
	point1839	1839	0	0	0	0	0	0	0	0	0	0
	point1840	1840	0	0	0	0	0	0	0	0	0	0
	point1841	1841	0	0	0	0	0	0	0	0	0	0
	point1842	1842	0	0	0	0	0	o	0	0	0	0
	point1843	1843	0	0	0	0	0	Q	0	0	0	0
	point1844	1844	0	0	0	0	0	0	0	0	0	0
	point1845	1845	0	0	0	0	0	0	0	0	0	0
	point1846	1846	0	0	0	0	0	0	0	0	0	0
	point1847	1847	0	0	0	0	0	0	0	0	0	0

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INPUT: TRAFFIC FOR LAgg1h Volumes						Clements	nts Ferry	y Phase	2 Widening	ling		
	point1848	1848	0	0	0	0	0	0	0	0	0	0
	point1849	1849	0	0	0	0	0	0	0	0	0	0
	point1850	1850	0	0	0	0	0	0	0	0	0	0
	point1851	1851	0	0	0	0	0	0	0	0	0	0
	point1852	1852	0	0	0	0	0	0	0	0	0	0
	point1853	1853	0	0	0	0	0	0	0	0	0	0
	point1854	1854	0	o	0	0	0	0	0	0	0	0
	point1855	1855	0	0	0	0	0	0	0	0	0	0
	point1856	1856	0	0	0	0	0	0	0	0	0	0
	point1857	1857	0	0	0	0	0	0	0	0	0	0
	point1858	1858	0	0	0	0	0	0	0	0	0	0
	point1859	1859	0	0	0	0	0	0	0	0	0	0
	point1860	1860	0	0	0	0	0	0	0	0	0	0
	point1861	1861	0	0	0	0	0	0	0	0	0	0
	point1862	1862	0	0	0	0	0	0	0	0	0	0
	point1863	1863	0	0	0	0	0	0	0	0	0	0
	point1864	1864	0	0	0	0	0	0	0	0	0	0
	point1865	1865	0	0	0	0	0	0	0	0	0	0
	point1866	1866	0	0	0	0	0	0	0	0	0	0
	point1867	1867	0	0	0	0	0	0	0	0	0	0
	point1868	1868	0	0	0	0	0	0	0	0	0	0
	point1869	1869	0	0	0	0	0	0	0	0	0	0
	point1870	1870	0	0	0	0	0	0	0	0	0	0
	point1871	1871	0	0	0	0	0	0	0	0	0	0
	point1872	1872	0	0	0	0	0	0	0	0	0	0
	point1873	1873	0	0	0	0	0	0	0	0	0	0
	point1874	1874	0	0	0	0	0	0	0	0	0	0
	point1875	1875	0	0	0	0	0	0	0	0	0	0
	point1876	1876	0	0	0	0	Q	0	0	0	0	•
	point1877	1877	0	0	0	0	0	0	0	0	0	•
	point1878	1878	0	0	0	0	0	0	0	0	0	0
	point1879	1879	0	0	0	0	0	0	0	0	0	•
	point1880	1880	0	0	0	0	0	0	0	0	0	0
	point1881	1881	0	0	0	0	0	0	0	0	0	0

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INPUT: TRAFFIC FOR LAeg1h Volumes						Cleme	<b>Clements Ferry</b>	ry Phase	- NI	Widening		
	point1882	1882	0	0	0	0	0	0	0	0	0	0
	point1883	1883	0	0	0	0	0	0	0	0	0	0
	point1884	1884	0	0	0	0	0	0	0	0	0	0
	point1885	1885	0	0	0	0	0	0	0	o	0	ō
	point1886	1886	0	0	0	0	0	0	0	0	0	0
	point1887	1887	0	0	0	0	0	0	0	0	0	0
	point1888	1888	0	0	0	0	0	0	0	0	0	0
	point1889	1889	0	0	0	0	0	0	0	0	0	0
	point1890	1890	0	0	0	0	0	0	0	0	0	0
	point1891	1891	0	0	0	0	0	0	0	0	0	0
	point1892	1892	0	0	0	0	0	0	0	0	0	0
	point1893	1893	0	0	0	0	0	0	0	0	0	0
	point1894	1894	0	0	0	0	0	0	0	0	0	0
	point1895	1895	0	0	0	0	0	0	0	0	0	0
	point1896	1896	0	0	0	0	0	0	0	0	0	0
	point1897	1897	0	0	0	0	0	0	0	0	0	0
	point1898	1898	0	0	0	0	0	0	0	0	0	0
	point1899	1899	0	0	0	0	0	0	0	0	0	0
	point1900	1900	0	0	0	0	0	0	0	0	0	0
	point1901	1901	0	0	0	0	0	0	0	0	0	0
	point1902	1902	0	0	0	0	0	0	0	0	0	0
	point1903	1903	0	0	0	0	0	0	0	0	0	0
	point1904	1904	0	0	0	0	0	0	0	0	0	0
	point1905	1905	0	0	0	0	0	0	0	0	0	0
	point1906	1906	0	0	0	0	0	0	0	¢	0	0
	point1907	1907	0	0	0	0	0	0	0	0	0	0
	point1908	1908	0	0	0	0	0	0	0	0	0	0
	point1909	1909	0	0	0	0	0	0	0	0	0	0
	point1910	1910	0	0	0	0	0	0	0	0	0	0
	point1911	1911	0	0	0	0	0	0	0	0	0	0
	point1912	1912	0	0	0	0	0	Q	0	0	0	0
	point1913	1913	0	0	0	0	0	0	0	0	0	0
	point1914	1914	0	0	0	0	0	0	0	0	0	0
	point1915	1915	0	0	0	0	0	0	0	0	0	0
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point1916         191           point1917         191           point1918         191           point1919         191           point1919         191           point1919         191           point1920         191           point1920         192           point1921         192           point1921         192           point1921         192           point1923         192           point1924         192           point1925         192           point1926         192           point1927         192           point1928         192           point1929         192           point1928         192           point1928         192           point1929         193           point1928         193           point1929         193           point1931         193           point1933         193           point1934         193           point1935         193           point1935         193           point1935         193           point1935         193	1916           1917           1918           1919           1920           1921           1922           1923           1926           1928           1928           1928           1928           1929           1929           1921           1923           1924           1925           1928           1930           1931           1933           1933		000000000000000000				0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<u> </u>	000000	0000
	1917           1918           1918           1920           1921           1922           1923           1924           1925           1926           1927           1928           1929           1929           1921           1923           1924           1925           1926           1927           1931           1933           1933		0 0 0 0 0 0 0 0 0 0 0 0 0 0				0000000000		000000	000
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1936 1	1935	0	0	0	0		0	0	0	0
	1936	0	0	0	0	0	0	0	0	0
1937	1937	0	0	0		0	0	0	0	0
1938 1	1938	0	0	0	0	0	0	0	0	0
1939	1939	0	0	0	0	0	0	0	0	0
1940	1940	0	0	0	0	0	0	0	0	0
1941	1941	0	0		0	0	0	0	0	0
1942	1942	0	0	0	0	0	0	0	0	0
1943	1943	0	0	0	0	0	0	0	0	0
1944	1944	0	0	0	0	0	0	0	0	0
1945	1945	0	0	0	0	0	0	0	0	0
point1946 194	1946	0	0	0	0	0	0	0	0	0
point1947 194	1947	0	0	0			Ò	0	0	0
1948 1	1948	0	0	0	0	0	0	0	0	0
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	point1950	1950	0	0	0	0	0	0	0	0	0	0
	point1951	1951	0	0	0	0	0	0	0	0	0	0
	point1952	1952	0	0	0	0	0	0	0	0	0	0
	point1953	1953	0	0	0	0	0	0	0	0	0	0
	point1954	1954	0	0	0	0	0	0	0	0	0	0
	point1955	1955	0	0	0	0	0	0	0	0	0	0
	point1956	1956	0	0	0	0	0	0	0	0	0	0
	point1957	1957	0	0	0	0	0	0	0	0	0	0
	point1958	1958	0	0	0	0	0	0	0	0	0	°
	point1959	1959	0	0	0	0	0	0	0	0	0	0
	point1960	1960	0	0	0	0	0	0	0	0	0	0
	point1961	1961	0	0	0	0	0	0	0	0	0	0
	point1962	1962	0	0	0	0	0	0	0	0	0	0
	point1963	1963	0	0	0	0	0	0	0	0	0	0
	point1964	1964	0	0	0	0	0	0	0	0	0	0
	point1965	1965	0	0	0	0	0	0	0	0	0	0
	point1966	1966	0	0	0	0	0	0	0	0	0	0
	point1967	1967	0	0	0	0	0	0	0	0	0	0
You	point1968	1968	0	0	0	0	0	0	0	0	0	0
	point1969	1969	o	0	0	0	0	0	0	0	0	0
	point1970	1970	0	0	0	0	0	0	0	0	0	0
	point1971	1971	0	0	0	0	0	0	0	0	0	0
	point1972	1972	0	0	0	0	0	0	0	0	0	0
	point1973	1973	0	0	0	0	0	0	0	0	0	0
	point1974	1974	0	0	0	0	0	0	0	0	0	0
	point1975	1975	0	0	0	0	0	0	0	0	0	0
	point1976	1976	0	0	0	0	0	0	0	0	0	0
	point1977	1977										
South Shared Use Path	point1978	1978	0	0	0	0	0	0	0	0	0	0
	point1979	1979	0	0	0	0	0	0	0	0	0	0
	point1980	1980	0	0	0	0	0	0	0	0	0	0
-	point1981	1981	0	0	0	0	0	0	0	0	0	0
	point1982	1982	0	0	0	0	0	0	0	0	0	0
	point1983	1983	0	0	0	0	0	0	0	0	C	C

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	point1984	1984	0	0	0	0	0	0 0	0	0	0	0
	point1985	1985	0	0	0	0	0	0	0	0	0	0
	point1986	1986	0	0	0	0	0	0	0	0	0	0
	point1987	1987	0	0	0	0	0	0	0	0	0	0
	point1988	1988	0	0	0	0	0	0	0	0	0	0
	point1989	1989	0	0	0	0	0	0	0	0	0	0
	point1990	1990	0	0	¢	0	0	0	0	0	0	0
	point1991	1991	0	0	0	0	0	0	0	0	0	0
	point1992	1992	0	0	0	0	0	0	0	0	0	0
	point1993	1993	0	0	0	0	0	0	0	0	0	0
	point1994	1994	0	0	0	0	0	0	0	0	0	0
	point1995	1995	0	0	0	0	0	0	0	0	0	0
	point1996	1996	0	0	0	0	0	0	0	0	0	0
	point1997	1997	0	0	0	0	0	0	0	0	0	0
	point1998	1998	0	0	0	0	0	0	0	0	0	0
	point1999	1999	0	0	0	0	0	0	0	0	0	0
	point2000	2000	0	0	0	0	0	0	0	0	0	0
	point2001	2001	0	0	0	0	0	0	0	0	0	0
	point2002	2002	0	0	0	0	0	0	0	0	0	0
	point2003	2003	0	0	0	0	0	0	0	0	0	0
	point2004	2004	0	0	0	0	0	0	0	0	0	0
	point2005	2005	0	0	0	0	0	0	0	0	0	0
	point2006	2006	0	0	0	0	0	0	0	0	0	0
	point2007	2007	0	0	0	0	0	0	0	0	0	0
	point2008	2008	0	0	0	0	0	0	0	0	0	0
	point2009	2009	0	0	0	0	0	0	0	0	0	0
	point2010	2010	0	0	0	0	0	0	0	0	0	0
	point2011	2011	0	0	0	0	0	0	0	0	0	0
	point2012	2012	0	0	0	0	0	0	0	0	0	0
	point2013	2013	0	0	0	0	0	0	0	0	0	0
	point2014	2014	0	0	0	0	0	0	0	0	0	0
	point2015	2015	0	0	0	0	0	0	0	0	0	0
	point2016	2016		-	_	_		_				
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2018         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	2018         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
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2018         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	2018         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	c
2018         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	2018         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
2018       0         2019       0         2021       0         2022       0         2021       0         2022       0         2022       0         2022       0         2022       0         2022       0         2022       0         2022       0         2022       0         2023       0         2024       0         2025       0         2026       0         2027       0         2028       0         2033       0         2033       0         2033       0         2033       0         2033       0         2034       0         2035       0         2036       0         2033       0         2034       0         2041       0         2042       0         2043       0         2044       0         2045       0         2046       0         2047       0 <td< td=""><td>2018       0         2019       0         2020       0         2021       0         20223       0         2024       0         20256       0         2026       0         20233       0         2024       0         20255       0         2026       0         20233       0         20330       0         20331       0         20332       0         20333       0         20333       0         20333       0         20334       0         20335       0         20336       0         20337       0         20338       0         20340       0         20341       0         2043       0         2044       0         2045       0         2046       0         2047       0         2048       0         2049       0         2049       0         2049       0         2049       0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>c</td></td<>	2018       0         2019       0         2020       0         2021       0         20223       0         2024       0         20256       0         2026       0         20233       0         2024       0         20255       0         2026       0         20233       0         20330       0         20331       0         20332       0         20333       0         20333       0         20333       0         20334       0         20335       0         20336       0         20337       0         20338       0         20340       0         20341       0         2043       0         2044       0         2045       0         2046       0         2047       0         2048       0         2049       0         2049       0         2049       0         2049       0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	c
2018         2019         2020         2021         2022         2023         2024         2025         2026         2027         2028         2029         2031         2032         2033         2034         2035         2036         2037         2038         2039         2036         2037         2038         2039         2036         2037         2038         2039         2036         2037         2038         2039         2039         2039         2040         2041         2042         2045         2045         2046         2047         2048         2049         2049         2049         2049         2049	2018         2019         2020         2021         2022         2023         2024         2025         2026         2027         2026         2027         2026         2027         2026         2027         2028         2029         2033         2034         2035         2036         2037         2038         2039         2036         2037         2038         2039         2036         2037         2038         2039         2039         2039         2039         2039         2040         2041         2045         2046         2049         2049         2049         2049         2049         2049	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	c
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	c
point2018           point2018           point2020           point2021           point2023           point2024           point2025           point2026           point2027           point2028           point2029           point2028           point2027           point2028           point2027           point2028           point2039           point2031           point2033           point2034           point2035           point2036           point2037           point2038           point2039           point2034           point2035           point2036           point2037           point2038           point2039           point2039           point2039           point2041           point2042           point2043           point2044           point2045           point2046           point2047           point2048           point2049           point2049           point2049 <td< td=""><td>point2018           point2019           point2020           point2021           point2023           point2023           point2024           point2025           point2026           point2027           point2028           point2024           point2025           point2026           point2027           point2028           point2029           point2028           point2028           point2033           point2033           point2036           point2037           point2038           point2039           point2041           point2042           point2043           <td< td=""><td>2018</td><td>2019</td><td>2020</td><td>2021</td><td>2022</td><td>2023</td><td>2024</td><td>2025</td><td>2026</td><td>2027</td><td>2028</td><td>2029</td><td>2030</td><td>2031</td><td>2032</td><td>2033</td><td>2034</td><td>2035</td><td>2036</td><td>2037</td><td>2038</td><td>2039</td><td>2040</td><td>2041</td><td>2042</td><td>2043</td><td>2044</td><td>2045</td><td>2046</td><td>2047</td><td>2048</td><td>2049</td><td>2050</td></td<></td></td<>	point2018           point2019           point2020           point2021           point2023           point2023           point2024           point2025           point2026           point2027           point2028           point2024           point2025           point2026           point2027           point2028           point2029           point2028           point2028           point2033           point2033           point2036           point2037           point2038           point2039           point2041           point2042           point2043 <td< td=""><td>2018</td><td>2019</td><td>2020</td><td>2021</td><td>2022</td><td>2023</td><td>2024</td><td>2025</td><td>2026</td><td>2027</td><td>2028</td><td>2029</td><td>2030</td><td>2031</td><td>2032</td><td>2033</td><td>2034</td><td>2035</td><td>2036</td><td>2037</td><td>2038</td><td>2039</td><td>2040</td><td>2041</td><td>2042</td><td>2043</td><td>2044</td><td>2045</td><td>2046</td><td>2047</td><td>2048</td><td>2049</td><td>2050</td></td<>	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
		point2018	ooint2019	point2020	point2021	point2022	point2023	point2024	point2025	point2026	point2027	boint2028	point2029	boint2030	point2031	point2032	point2033	point2034	boint2035	boint2036	point2037	point2038	point2039	point2040	boint2041	point2042	boint2043	point2044	point2045	point2046	point2047	boint2048	point2049	noint2050
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INPUT: TRAFFIC FOR Lag1h Volumes						Clements	nts Ferry	y Phase	e 2 Widening	ning		
	point2052	2052	0	0	Ō	0	0	0	0	0	0	0
	point2053	2053	0	0	0	0	0	0	0	0	0	0
	point2054	2054	0	0	0	0	0	0	0	0	0	0
	point2055	2055	0	0	0	0	0	0	0	0	0	0
	point2056	2056	0	0	0	0	0	0	0	0	0	0
	point2057	2057	0	0	0	0	0	0	0	0	0	0
	point2058	2058	0	0	0	0	0	0	0	0	0	0
	point2059	2059	0	0	0	0	0	0	0	0	0	Ó
	point2060	2060	0	0	0	0	0	0	0	0	0	0
	point2061	2061	0	0	0	0	0	0	0	0	0	0
	point2062	2062	0	0	0	0	0	0	0	0	0	0
	point2063	2063	0	0	0	0	0	0	0	0	0	0
	point2064	2064	0	0	0	0	0	0	0	0	0	0
	point2065	2065	0	0	0	0	0	0	0	0	0	0
	point2066	2066	0	0	0	0	0	0	0	0	0	0
	point2067	2067	0	0	0	0	0	0	0	0	0	0
	point2068	2068	0	0	0	0	0	0	0	0	0	0
	point2069	2069	0	0	0	0	0	0	0	0	0	0
	point2070	2070	0	0	0	0	0	0	0	0	0	0
	point2071	2071	0	0	0	0	0	0	0	0	0	0
	point2072	2072	0	0	0	0	0	0	0	0	0	0
	point2073	2073	0	0	0	0	0	0	0	0	0	0
	point2074	2074	0	0	0	0	0	0	0	Q	0	0
	point2075	2075	0	0	0	0	0	0	0	0	0	0
	point2076	2076	0	0	0	0	0	0	0	0	Q	0
	point2077	2077	0	0	0	0	0	0	0	0	0	0
	point2078	2078	0	0	0	0	0	0	0	0	0	0
	point2079	2079	0	0	0	0	0	0	0	0	0	0
	point2080	2080	0	0	0	0	0	o	0	0	0	0
	point2081	2081	0	0	0	0	0	0	0	0	0	0
	point2082	2082	0	0	0	0	0	0	0	0	0	0
	point2083	2083	0	0	0	0	0	0	0	0	0	0
	point2084	2084	0	0	0	0	0	0	0	0	0	0
	point2085	2085	0	0	0	0	0	0	0	0	0	0

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12087       2087       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0<		point2086	2086	0	0	0	0	0	0	0	0	0	0
I2088       2088       0       0       0       0       0       0       0       0       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1<		point2087	2087	0	0	0	0	0	0	0	0	0	0
2089       2089       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 </th <th></th> <th>point2088</th> <th>2088</th> <th>0</th>		point2088	2088	0	0	0	0	0	0	0	0	0	0
2090       2090       0       0       0       0       0       0       0         (2091       2091       0       0       0       0       0       0       0       0         (2091       2091       0       0       0       0       0       0       0       0       0         (2092       2093       0       0       0       0       0       0       0       0       0         (2094       2093       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0		point2089	2089	0	0	0	0	0	0	0	0	0	0
2091       2091       0       0       0       0       0       0         12092       2092       0       0       0       0       0       0       0         12093       2093       0       0       0       0       0       0       0         12094       2094       0       0       0       0       0       0       0         12095       2095       2095       209       0       0       0       0       0		point2090	2090	0	0	0	0	0	0	0	0	0	0
2092       2092       0       0       0       0       0         12093       2093       0       0       0       0       0       0         12094       2094       0       0       0       0       0       0       0         12095       2095       2095       2095       2095       1       0       0       0       0       0		point2091	2091	0	0	0	0	0	0	0	0	0	0
12093       2093       0       0       0       0       0       0         12094       2094       0       0       0       0       0       0       0         12095       2095       2095       0       0       0       0       0       0		point2092	2092	0	0	0	0	0	0	0	0	0	0
12094         2094         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0<		point2093	2093	0	0	0	0	0	0	0	0	0	0
12095		point2094	2094	0	0	0	0	0	0	0	0	0	0
		point2095	2095						_				

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22 March 20 Active in Calc. **Clements Ferry Phase 2 Widening** 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 Goal Ľ 咽 Input Sound Levels and Criteria 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 Sub'l Impact Criteria æ 99 99 99 99 999 000000 99 99 99 **66** 800 8 99 99 99 LAeq1h dBA 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 Existing LAeq1h dBA 22 March 2018 4.92 4.92 4.92 14.92 24.92 4.92 14.92 24.92 4.92 14.92 24.92 4.92 4.92 4.92 4.92 4.92 4.92 4.92 4.92 4.92 4.92 4.92 **TNM 2.5** Ground Height above ¢, 31.00 31.00 31.00 31.00 31.00 31.00 33.00 32.00 32.00 30.00 30.00 30.00 30.00 29.00 27.00 31.00 31.00 31.00 31.00 31.00 31.00 17.00 æ N 396, 153.5 396,050.9 395,920.9 395,979.5 396,278.0 396,289.0 396,301.8 396,543.6 396,552.8 396,563.8 396,404.4 396,409.9 396,417.2 396,274.4 396,135.2 395,688.2 396,025.3 395,393.4 395,527.1 395,666.3 395,765.2 395,779.8 Coordinates (ground) **Clements Ferry Phase 2 Widening** ≻ ŧ 2,342,180.5 2,342,957.0 2,341,264.5 2,341,264.5 2,341,261.0 2,341,359.8 2,341,358.0 2,341,358.0 2,341,458.8 2,341,458.8 2,341,457.0 2,341,548.5 2,341,444.0 2,341,647.5 2,341,653.0 2,341,894.8 2,341,814.0 2,341,982.5 2,342,264.8 2,342,458.8 2,342,643.8 2,342,766.5 × đ Ø 8 8 ω 00 œ ŝ 0 24 24 ŝ -N -8 24 ÷ τ. ~ ~ #DUs Build 2040 2 3 4 ŝ φ œ 15 10 <del>ر</del> G 5 12 13 4 18 19 20 1 ÷ 1 5 22 °. Ž C:\Clements Ferry TNM\Build 2040rev Three Oaks Engineering PROJECT/CONTRACT: **INPUT: RECEIVERS NPUT: RECEIVERS** Receiver15 Receiver16 Receiver10 Receiver12 Receiver13 Receiver14 Receiver18 Receiver19 Receiver20 H. Robbins Receiver17 Receiver21 Receiver22 Receiver11 **Receiver9 Receiver5 Receiver6** Receiver8 Receiver2 Receiver3 **Receiver4** Receiver7 Receiver1 Receiver Name RUN:

Receiver23	23	-	2,342,929.5	395,686.4	16.00	4.92	00.00	99	10.0	8.0
Receiver24	24	-	2,342,861.8	395,492.3	15.00	4.92	0.00	66	10.0	8.0
Receiver25	25	-	2,342,812.2	395,409.9	14.00	4.92	0.00	66	10.0	8.0
Receiver26	26	-	2,342,631.0	395,283.5	16.00	4.92	0.00	99	10.0	8.0
Receiver27	27		2,342,579.8	395, 146. 1	16.00	4.92	0.00	99	10.0	8.0
Receiver28	28	F	2,342,770.2	395,095.2	10.00	4.92	0.00	99	10.0	8.0
Receiver29	29	-	2,342,475.2	395,003.6	15.00	4.92	0.00	66	10.0	8.0
Receiver30	90	-	2,342,526.5	394,849.8	14.00	4.92	0.00	99	10.0	8.0
Receiver31	31	-	2,342,136.5	394,847.9	16.00	4.92	0.00	99	10.0	8.0
Receiver32	32	-	2,342,226.2	394,736.2	14.00	4.92	0.00	99	10.0	8.0
Receiver33	33	-	2,342,929.2	396,239.2	29.00	4.92	0.00	66	10.0	8.0
Receiver34	34	-	2,343,209.5	396,187.9	27.00	4.92	0.00	99	10.0	8.0
Receiver35	35	-	2,343,266.2	396,059.7	17.00	4.92	0.00	99	10.0	8.0
Receiver36	36	-	2,343,268.2	396,484.6	29.00	4.92	0.00	99	10.0	8.0
Receiver37	37	-	2,343,189.5	396,854.6	28.00	4.92	0.00	66	10.0	8.0
Receiver38	38	-	2,343,306.8	396,664.1	29.00	4.92	0.00	66	10.0	8.0
Receiver39	30	-	2,343,385.5	396,609.2	28.00	4.92	0.00	99	10.0	8.0
Receiver40	40	-	2,343,466.0	396,361.9	27.00	4.92	0.00	99	10.0	8.0
Receiver41	41	-	2,343,663.8	396,488.3	27.00	4.92	0.00	66	10.0	8.0
Receiver42	42	-	2,343,689.5	396,689.8	30.00	4.92	0.00	99	10.0	8.0
Receiver43	43	-	2,343,579.5	396,777.7	31.00	4.92	0.00	99	10.0	8.0
Receiver44	44	-	2,343,682.2	396,924.2	31.00	4.92	0.00	99	10.0	8.0
Receiver45	45	-	2,343,812.2	396,845.4	31.00	4.92	0.00	66	10.0	8.0
Receiver46	46	-	2,343,845.2	396,682.4	27.00	4.92	0.00	66	10.0	8.0
Receiver47	47	-	2,343,915.0	396,759.8	27.00	4.92	0.00	66	10.0	8.0
Receiver48	48	-	2,343,988.5	396,840.8	26.00	4.92	0.00	99	10.0	8.0
Receiver49	49	-	2,343,863.5	396,317.9	13.00	4.92	0.00	99	10.0	8.0
Receiver50	50	-	2,343,885.5	396,235.5	9.00	4.92	0.00	99	10.0	8.0
Receiver51	51	-	2,343,956.8	396,235.5	7.00	4.92	0.00	99	10.0	8.0
Receiver52	52	-	2,343,989.8	396,303.3	10.00	4.92	0.00	99	10.0	8.0
Receiver53	53	-	2,344,039.2	396,528.6	17.00	4.92	0.00	99	10.0	8.0
Receiver54	54	-	2,344,068.5	396,647.6	21.00	4.92	0.00	99	10.0	8.0
Receiver55	55	-	2,344,231.5	396,592.7	16.00	4.92	0.00	99	10.0	8.0
Receiver56	56	-	2,344,248.0	396,673.3	18.00	4.92	0.00	99	10.0	8.0
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Receiver58	58	1 2,344,248.0	396,876.6	22.00	4.92	00.00	99	10.0	8.0
Receiver59	29	1 2,344,356.2	396,790.5	19.00	4.92	0.00	99	10.0	8.0
Receiver60	60	1 2,344,457.0	396,861.9	12.00	4.92	0.00	99	10.0	8.0
Receiver61	61	1 2,344,356.2	396,971.8	22.00	4.92	0.00	99	10.0	8.0
Receiver62	62	1 2,344,008.2	397,163.8	31.00	4.92	0.00	66	10.0	8.0
Receiver63	63	1 2,344,123.5	397,213.2	30.00	4.92	0.00	99	10.0	8.0
Receiver64	64	1 2,343,848.8	397,416.5	30.00	4.92	0.00	66	10.0	8.0
Receiver65	65	1 2,344,006.2	397,429.3	31.00	4.92	0.00	99	10.0	8.0
Receiver66	99	1 2,344,222.5	397,352.4	31.00	4.92	0.00	99	10.0	8.0
Receiver67	67	1 2,344,028.2	397,693.1	29.00	4.92	0.00	99	10.0	8.0
Receiver68	68	1 2,344,359.8	397,575.9	30.00	4.92	0.00	99	10.0	8.0
Receiver69	69	1 2,344,304.8	397,744.4	30.00	4.92	0.00	99	10.0	8.0
Receiver70	20	1 2,344,530.2	397,836.0	30.00	4.92	0.00	99	10.0	8.0
Receiver71	71	1 2,345,423.5	398,013.2	23.00	4.92	0.00	99	10.0	8.0
Receiver72	72	1 2,345,711.0	398,084.7	17.00	4.92	0.00	99	10.0	8.0
Receiver73	73	1 2,346,466.2	398,242.2	28.00	4.92	0.00	99	10.0	8.0
Receiver74	74	1 2,346,539.5	398,256.8	28.00	4.92	0.00	66	10.0	8.0
Receiver75	75	1 2,346,545.0	398,024.2	29.00	4.92	0.00	99	10.0	8.0
Receiver76	76	1 2,346,519.2	397,731.2	27.00	4.92	0.00	99	10.0	8.0
Receiver77	17	8 2,346,739.0	397,522.4	26.00	4.92	0.00	99	10.0	8.0
Receiver78	78	8 2,346,739.0	397,513.2	26.00	14.92	0.00	66	10.0	8.0
Receiver79	62	8 2,346,742.8	397,504.0	26.00	24.92	0.00	99	10.0	8.0
Receiver80	80	8 2,346,708.0	397,264.5	23.00	4.92	0.00	99	10.0	8.0
Receiver81	81	8 2,346,709.8	397,257.2	23.00	14.92	0.00	99	10.0	8.0
Receiver82	82	8 2,346,709.8	397,248.0	23.00	24.92	0.00	99	10.0	8.0
Receiver83	83	1 2,346,187.8	397,139.9	26.00	4.92	0.00	99	10.0	8.0
Receiver84	84	1 2,346,052.2	396,964.1	25.00	4.92	0.00	99	10.0	8.0
Receiver 85	85	1 2,345,768.2	396,729.7	24.00	4.92	0.00	99	10.0	8.0
Receiver86	86	1 2,345,792.2	396,531.8	23.00	4.92	0.00	99	10.0	8.0
Receiver87	87	1 2,346,123.8	396,617.9	18.00	4.92	0.00	99	10.0	8.0
Receiver88	88	1 2,346,182.2	396,755.3	23.00	4.92	0.00	99	10.0	8.0
Receiver89	89	8 2,346,350.8	396,969.6	24.00	4.92	0.00	99	10.0	8.0
Receiver90	6	8 2,346,350.8	396,962.3	24.00	14.92	0.00	99	10.0	8.0
Receiver91	91	8 2,346,352.8	396,955.0	24.00	24.92	0.00	99	10.0	8.0
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Receiver93	93	8	2,346,600.0	397,119.8	. 25.00	4.92	0.00	99	10.0	8.0
Receiver94	94	ω	2,346,600.0	397,114.3	25.00	14.92	0.00	66	10.0	8.0
Receiver95	95	8	2,346,600.0	397,105.2	25.00	24.92	0.00	99	10.0	8.0
Receiver96	96	ω	2,346,863.8	397,020.9	18.00	4.92	0.00	66	10.0	8.0
Receiver97	6	œ	2,346,863.8	397,011.8	18.00	14.92	0.00	99	10.0	8.0
Receiver98	98	œ	2,346,863.8	397,004.4	18.00	24.92	0.00	99	10.0	8.0
Receiver99	66	-	2,346,929.5	397,222.4	23.00	4.92	0.00	66	10.0	8.0
Receiver100	100	-	2,347,072.5	397,193.1	20.00	4.92	0.00	66	10.0	8.0
Receiver101	101	-	2,347,087.0	397,550.9	19.00	4.92	0.00	66	10.0	8.0
Receiver102	102	-	2,347,012.0	397,532.6	19.00	4.92	0.00	99	10.0	8.0
Receiver103	103	-	2,346,920.5	397,552.8	19.00	4.92	0.00	66	10.0	8.0
Receiver104	104	-	2,346,849.0	397,611.4	28.00	4.92	0.00	99	10.0	8.0
Receiver105	105	-	2,346,830.8	397,812.9	27.00	4.92	0.00	99	10.0	8.0
Receiver106	106	-	2,346,957.0	397,939.2	28.00	4.92	0.00	99	10.0	8.0
Receiver107	107	-	2,347,248.2	397,715.8	24.00	4.92	0.00	99	10.0	8.0
Receiver108	108	-	2,347,255.5	397,974.1	27.00	4.92	0.00	99	10.0	8.0
Receiver109	109	-	2,347,198.8	398,060.1	28.00	4.92	0.00	66	10.0	8.0
Receiver110	110		2,347,198.8	398,372.2	29.00	4.92	0.00	66	10.0	8.0
Receiver111			2,347,482.8	398,458.3	29.00	4.92	0.00	99	10.0	8.0
Receiver112	112		2,347,620.0	398,505.9	30.00	4.92	0.00	66	10.0	8.0
Receiver113	113	-	2,347,812.5	398,553.6	30.00	4.92	0.00	99	10.0	8.0
Receiver114	114	-	2,347,938.8	398,593.8	30.00	4.92	0.00	66	10.0	8.0
Receiver115	115	-	2,348,007.0	397,171.8	14.00	4.92	0.00	99	10.0	8.0
Receiver116	116	-	2,348,120.5	397,105.9	12.00	4.92	0.00	66	10.0	8.0
Receiver117	117	-	2,348,078.5	397,226.8	14.00	4.92	0.00	66	10.0	8.0
Receiver118	118		2,348,100.5	397,292.7	14.00	4.92	0.00	99	10.0	8.0
Receiver119	119	-	2,348,137.0	397,345.8	16.00	4.92	0.00	66	10.0	8.0
Receiver120	120	-	2,348,204.8	397,397.1	16.00	4.92	0.00	66	10.0	8.0
Receiver121	121	-	2,348,311.0	397,472.2	16.00	4.92	0.00	99	10.0	8.0
Receiver122	122	-	2,348,521.8	397,505.2	16.00	4.92	0.00	99	10.0	8.0
Receiver123	123	-	2,348,598.8	397,486.8	15.00	4.92	0.00	99	10.0	8.0
Receiver124	124	-	2,348,684.8	397,477.7	14.00	4.92	0.00	66	10.0	8.0
Receiver125	125	-	2,348,739.8	397,485.0	14.00	4.92	0.00	99	10.0	8.0
Receiver126	126	-	2,348,800.2	397,490.5	13.00	4.92	0.00	99	10.0	8.0
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Receiver128	128	-	2,348,926.5	397,508.8	13.00	4.92	0.00	99	10.0	8.0
Receiver129	129	-	2,348,988.8	397,523.5	13.00	4.92	0.00	66	10.0	8.0
Receiver 130	130	-	2,349,527.0	398,591.6	21.00	4.92	0.00	66	10.0	8.0
Receiver131	131	-	2,350,843.2	400,477.4	33.00	4.92	0.00	66	10.0	8.0
Receiver132	132	-	2,351,111.0	400,205.2	30.00	4.92	0.00	66	10.0	8.0
Receiver133	133		2,351,266.8	400,353.6	29.00	4.92	0.00	66	10.0	8.0
Receiver134	134		2,351,330.8	400,569.7	31.00	4.92	0.00	99	10.0	8.0
Receiver135	135	-	2,351,605.5	400,042.2	23.00	4.92	0.00	99	10.0	8.0
Receiver136	136	-	2,351,645.8	399,758.3	23.00	4.92	0.00	66	10.0	8.0
Receiver137	137	9	2,351,948.0	400,296.8	24.00	4.92	0.00	66	10.0	8.0
Receiver138	138	e	2,352,032.2	400,179.6	25.00	4.92	0.00	66	10.0	8.0
Receiver139	139	S	2,352,085.5	400,366.4	24.00	4.92	0.00	99	10.0	8.0
Receiver140	140	4	2,352,266.8	400,296.8	25.00	4.92	0.00	66	10.0	8.0
Receiver141	141	S	2,352,250.2	400,454.3	24.00	4.92	0.00	66	10.0	8.0
Receiver142	142	2	2,352,440.8	400,390.2	25.00	4.92	0.00	99	10.0	8.0
Receiver143	143	-	2,352,796.0	400,501.9	24.00	4.92	0.00	99	10.0	8.0
Receiver144	144	S	2,352,808.8	400,750.7	24.00	4.92	0.00	66	10.0	8.0
Receiver145	145	9	2,352,940.5	400,864.2	24.00	4.92	0.00	66	10.0	8.0
Receiver146	146	S	2,353,006.5	400,719.5	25.00	4.92	0.00	99	10.0	8.0
Receiver147	147	S	2,353,074.2	400,928.3	24.00	4.92	0.00	99	10.0	8.0
Receiver148	148	3	2,353,167.8	400,745.2	24.00	4.92	0.00	99	10.0	8.0
Receiver149	149	2	2,353,186.0	400,939.3	24.00	4.92	0.00	66	10.0	8.0
Receiver 150	150	S	2,353,316.0	400,904.5	24.00	4.92	0.00	99	10.0	8.0
Receiver151	151	4	2,353,288.5	400,739.7	22.00	4.92	0.00	66	10.0	8.0
Receiver152	152	e	2,353,382.0	400,699.3	23.00	4.92	0.00	66	10.0	8.0
Receiver153	153	-	2,353,437.0	400,378.8	19.00	4.92	0.00	66	10.0	8.0
Receiver154	154	-	2,353,871.0	400,547.3	18.00	4.92	0.00	99	10.0	8.0
Receiver155	155	-	2,353,838.0	400,631.6	18.00	4.92	0.00	66	10.0	8.0
Receiver156	156	-	2,353,898.5	400,692.0	18.00	4.92	0.00	99	10.0	8.0
Receiver157	157	-	2,353,986.5	400,710.3	20.00	4.92	0.00	66	10.0	8.0
Receiver158	158	S	2,353,535.8	400,825.8	21.00	4.92	0.00	99	10.0	8.0
Receiver159	159	N	2,353,684.2	400,858.7	20.00	4.92	0.00	99	10.0	8.0
Receiver 160	160	2	2,353,834.2	400,900.8	19.00	4.92	0.00	99	10.0	8.0
Receiver161	161	S	2,353,482.8	400,981.4	23.00	4.92	0.00	99	10.0	8.0
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Receiver163	163	4 2,353,753.8	401,043.7	22.00	4.92	0.00	99	10.0	8.0
Receiver 164	164	5 2,353,451.5	401,128.0	23.00	4.92	0.00	99	10.0	8.0
Receiver165	165	6 2,353,535.8	401,195.7	23.00	4.92	0.00	66	10.0	8.0
Receiver166	166	4 2,353,653.0	401,261.7	23.00	4.92	0.00	99	10.0	8.0
Receiver167	167	5 2,354,024.5	401,440.1	23.00	4.92	0.00	99	10.0	8.0
Receiver168	168	5 2,354,138.2	401,502.3	23.00	4.92	0.00	66	10.0	8.0
Receiver169	169	5 2,354,358.0	401,650.7	24.00	4.92	0.00	66	10.0	8.0
Receiver170	170	5 2,354,473.2	401,718.4	23.00	4.92	0.00	66	10.0	8.0
Receiver171	171	1 2,356,917.5	402,388.4	15.00	4.92	0.00	99	10.0	8.0
Receiver172	172	1 2,357,010.8	402,331.7	17.00	4.92	0.00	99	10.0	8.0
Receiver173	173	1 2,357,032.8	402,263.9	17.00	4.92	0.00	99	10.0	8.0
Receiver174	174	1 2,357,049.2	402,234.6	17.00	4.92	0.00	99	10.0	8.0
Receiver175	175	1 2,357,053.0	402,157.7	16.00	4.92	0.00	66	10.0	8.0
Receiver176	176	1 2,357,029.2	402,110.0	16.00	4.92	0.00	99	10.0	8.0
Receiver177	177	1 2,357,023.8	402,077.1	16.00	4.92	0.00	99	10.0	8.0
Receiver178	178	1 2,357,038.2	402,040.4	16.00	4.92	0.00	99	10.0	8.0
Receiver179	179	1 2,357,029.2	402,000.1	16.00	4.92	0.00	66	10.0	8.0
Receiver180	180	1 2,357,029.2	401,952.5	15.00	4.92	0.00	99	10.0	8.0
Receiver181	181	1 2,357,021.8	401,904.9	14.00	4.92	0.00	99	10.0	8.0
Receiver182	182	1 2,357,021.8	401,866.4	14.00	4.92	0.00	99	10.0	8.0
Receiver183	183	1 2,357,016.2	401,824.3	13.00	4.92	0.00	99	10.0	8.0
Receiver184	184	1 2,357,014.5	401,773.0	13.00	4.92	0.00	99	10.0	8.0
Receiver185	185	1 2,357,016.2	401,725.4	13.00	4.92	0.00	99	10.0	8.0
Receiver186	186	1 2,357,012.8	401,692.4	13.00	4.92	0.00	99	10.0	8.0
Receiver187	187	1 2,357,020.0	401,654.0	13.00	4.92	0.00	99	10.0	8.0
Receiver188	188	1 2,357,023.8	401,622.8	13.00	4.92	0.00	66	10.0	8.0
Receiver189	189	1 2,357,175.8	401,826.1	13.00	4.92	0.00	99	10.0	8.0
Receiver190	190	1 2,357,179.2	401,870.1	13.00	4.92	0.00	66	10.0	8.0
Receiver191	191	1 2,357,184.8	401,928.7	13.00	4.92	0.00	66	10.0	8.0
Receiver192	192	1 2,357,188.5	401,969.0	14.00	4.92	0.00	66	10.0	8.0
Receiver193	193	1 2,357,186.8	402,000.1	14.00	4.92	0.00	99	10.0	8.0
Receiver194	194	1 2,357,194.0	402,040.4	14.00	4.92	0.00	99	10.0	8.0
Receiver195	195	1 2,357,188.5	402,077.1	15.00	4.92	0.00	99	10.0	
Receiver196	196	1 2,357,203.2	402,113.7	15.00	4.92	0.00	99	10.0	8.0
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Receiver198	198	-	2,357,212.2	402,194.3	16.00	4.92	0.00	99	10.0	8.0
Receiver199	199	-	2,357,135.5	402,355.5	17.00	4.92	0.00	99	10.0	8.0
Receiver200	200	-	2,357,208.8	402,340.8	16.00	4.92	0.00	99	10.0	8.0
Receiver201	201	-	2,357,247.2	402,331.7	16.00	4.92	0.00	99	10.0	8.0
Receiver202	202	-	2,357,304.0	402,315.2	16.00	4.92	0.00	99	10.0	8.0
Receiver203	203	-	2,357,940.0	402,241.9	16.00	4.92	0.00	66	10.0	8.0
Receiver204	204	-	2,357,963.8	402,146.7	16.00	4.92	0.00	99	10.0	8.0
Receiver205	205	-	2,358,209.2	402,130.2	15.00	4.92	0.00	66	10.0	8.0
Receiver206	206		2,358,095.8	401,952.5	12.00	4.92	0.00	99	10.0	8.0
Receiver207	207	-	2,358,207.2	401,829.8	10.00	4.92	0.00	99	10.0	8.0
Receiver208	208	-	2,358,302.5	401,479.9	12.00	4.92	0.00	99	10.0	8.0
Receiver209	209	-	2,358,524.2	401,500.1	14.00	4.92	0.00	99	10.0	8.0
Receiver210	210	*	2,358,571.8	401,415.8	14.00	4.92	0.00	99	10.0	8.0
Receiver211	211		2,358,436.2	401,736.4	12.00	4.92	0.00	99	10.0	8.0
Receiver212	212		2,358,588.2	401,688.8	14.00	4.92	0.00	99	10.0	8.0
Receiver213	213	-	2,358,702.0	401,749.2	13.00	4.92	0.00	99	10.0	8.0
Receiver214	214	-	2,358,579.2	401,866.4	13.00	4.92	0.00	99	10.0	8.0
Receiver215	215	-	2,358,687.2	401,930.5	13.00	4.92	0.00	99	10.0	8.0
Receiver216	216		2,358,354.0	402, 181.5	15.00	4.92	0.00	66	10.0	8.0
Receiver217	217		2,358,458.2	402,150.3	14.00	4.92	0.00	99	10.0	8.0
Receiver218	218	-	2,358,610.2	402,274.9	14.00	4.92	0.00	99	10.0	8.0
Receiver219	219		2,358,424.0	402,466.2	17.00	4.92	0.00	99	10.0	8.0
Receiver220	220	-	2,358,388.8	402,555.1	18.00	4.92	0.00	99	10.0	8.0
Receiver221	221	-	2,358,434.5	402,564.2	19.00	4.92	0.00	99	10.0	8.0
Receiver222	222	10	2,358,579.2	402,516.7	17.00	4.92	0.00	99	10.0	8.0
Receiver223	223		2,358,694.5	402,540.4	17.00	4.92	0.00	99	10.0	8.0
Receiver224	224	-	2,358,803.0	402,350.3	15.00	4.92	0.00	99	10.0	8.0
Receiver225	225		2,358,932.8	402,456.2	15.00	4.92	0.00	66	10.0	8.0
Receiver226	226	-	2,359,093.8	402,293.2	13.00	4.92	0.00	99	10.0	8.0
Receiver227	227	-	2,358,114.5	402,980.8	18.00	4.92	0.00	66	10.0	8.0
Receiver228	228	-	2,358,072.2	403,363.2	20.00	4.92	0.00	99	10.0	8.0
Receiver229	229	-	2,357,859.8	403,562.8	21.00	4.92	0.00	99	10.0	8.0
Receiver230	230	-	2,357,938.5	403,533.5	21.00	4.92	0.00	99	10.0	8.0
Receiver231	231	-	2,358,077.8	403,584.8	21.00	4.92	0.00	99	10.0	8.0
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Receiver233	233	-	2,359,383.8	402,954.7	17.00	4.92	00.0	99	10.0	8.0
Receiver234	234		2,359,299.5	402,799.0	16.00	4.92	0.00	99	10.0	8.0
Receiver235	235	-	2,359,482.8	402,599.4	15.00	4.92	0.00	66	10.0	8.0
Receiver236	236	-	2,359,585.2	402,441.9	14.00	4.92	0.00	99	10.0	8.0
Receiver237	237	-	2,359,929.5	402,817.3	14.00	4.92	00.00	66	10.0	8.0
Receiver238	238	-	2,359,276.8	401,802.3	15.00	4.92	0.00	99	10.0	8.0
Receiver239	239	-	2,359,606.5	402,296.8	14.00	4.92	00.0	66	10.0	8.0
Receiver240	240	-	2,359,866.5	402,262.1	12.00	4.92	0.00	99	10.0	8.0
Receiver241	241	-	2,359,747.5	401,778.5	11.00	4.92	0.00	66	10.0	8.0
Receiver242	242	-	2,360,086.2	401,973.8	6.00	4.92	0.00	99	10.0	8.0
Receiver243	243	-	2,360,062.2	401,741.2	12.00	4.92	0.00	66	10.0	8.0
Receiver244	244	-	2,360,056.8	401,424.3	11.00	4.92	0.00	99	10.0	8.0
Receiver245	245	-	2,360,309.5	401,199.0	11.00	4.92	0.00	66	10.0	8.0
Receiver246	246	-	2,360,269.2	401,374.8	12.00	4.92	0.00	99	10.0	8.0
Receiver247	247	-	2,360,362.8	401,558.0	12.00	4.92	0.00	66	10.0	8.0
Receiver248	248	-	2,360,346.2	401,697.2	13.00	4.92	0.00	99	10.0	8.0
Receiver249	249	-	2,360,381.0	401,880.3	13.00	4.92	0.00	66	10.0	8.0
Receiver250	250	-	2,360,364.5	402,014.1	15.00	4.92	000	99	10.0	8.0
Receiver251	251	-	2,360,353.5	402,246.7	13.00	4.92	0.00	99	10.0	8.0
Receiver252	252	-	2,360,632.0	402,203.4	15.00	4.92	0.00	99	10.0	8.0
Receiver253	253	-	2,360,585.5	401,870.1	14.00	4.92	0.00	99	10.0	8.0
Receiver254	254	-	2,360,596.5	401,456.2	13.00	4.92	0.00	99	10.0	8.0
Receiver255	255	-	2,360,777.8	401,388.4	11.00	4.92	0.00	99	10.0	8.0
Receiver256	256	-	2,361,138.8	401,364.9	12.00	4.92	0.00	66	10.0	8.0
Receiver257	257	-	2,361,353.0	400,989.5	10.00	4.92	0.00	66	10.0	8.0
Receiver258	258	-	2,361,373.0	401,262.4	12.00	4.92	0.00	99	10.0	8.0
Receiver259	259	-	2,361,400.5	401,720.3	11.00	4.92	0.00	99	10.0	8.0
Receiver260	260	-	2,361,129.5	401,685.5	13.00	4.92	0.00	99	10.0	8.0
Receiver261	261	-	2,360,944.5	401,813.7	12.00	4.92	0.00	99	10.0	8.0
Receiver262	262	-	2,360,755.8	401,813.7	12.00	4.92	0.00	99	10.0	8.0
Receiver263	263	-	2,360,895.0	402,208.9	12.00	4.92	0.00	66	10.0	8.0
Receiver264	264	-	2,360,680.8	402,408.6	13.00	4.92	0.00	99	10.0	8.0
Receiver265	265	-	2,360,750.2	402,392.1	13.00	4.92	0.00	99	10.0	8.0
Receiver266	266	-	2,360,801.8	402,578.9	13.00	4.92	0.00	99	10.0	8.0
Descinctor	757	-	2 361 001 2	AN2 604 3	15.00	4 92	000	99	10.0	8.0

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Receiver268	268	5 2,361,088.	088.5	402,338.6	16.00	4.32	n.uu	B	10.0	0.0
Receiver269	269	5 2,361,161.8	161.8	402,485.1	17.00	4.92	0.00	99	10.0	8.0
Receiver270	270	5 2,361,346.8	346.8	402,706.8	16.00	4.92	00.00	99	10.0	8.0
Receiver271	271	5 2,361,257	257.0	402,895.4	18.00	4.92	0.00	99	10.0	8.0
Receiver272	272	4 2,361,370.5	370.5	403,034.6	17.00	4.92	00.0	66	10.0	8.0
Receiver273	273	4 2,361,519.0	519.0	403,153.7	19.00	4.92	00.0	99	10.0	8.0
Receiver274	274	6 2,361,601.2	601.2	403,248.9	20.00	4.92	0.00	99	10.0	8.0
Receiver275	275	4 2,361,597.8	597.8	403,071.2	18.00	4.92	0.00	99	10.0	8.0
Receiver276	276	5 2,361,707.5	707.5	403,150.0	18.00	4.92	0.00	99	10.0	8.0
Receiver277	277	6 2,361,802.8	802.8	403,243.4	18.00	4.92	0.00	99	10.0	8.0
Receiver278	278	5 2,361,868.8	868.8	403, 146.3	15.00	4.92	0.00	99	10.0	8.0
Receiver279	279	4 2,361,925.5	925.5	403,030.9	13.00	4.92	0.00	99	10.0	8.0
Receiver280	280	3 2,361,808.2	808.2	403,091.4	15.00	4.92	0.00	99	10.0	8.0
Receiver281	281	6 2,361,705.8	705.8	402,988.8	16.00	4.92	0.00	99	10.0	8.0
Receiver282	282	6 2,361,627.0	627.0	402,910.0	16.00	4.92	0.00	99	10.0	8.0
Receiver283	283	4 2,361,456.8	456.8	402,803.8	15.00	4.92	0.00	99	10.0	8.0
Receiver284	284	4 2,361,462.2	462.2	402,706.8	15.00	4.92	0.00	99	10.0	8.0
Receiver285	285	1 2,361,824.8	824.8	402,743.4	13.00	4.92	0.00	99	10.0	8.0
Receiver286	286	4 2,361,660.0	660.0	402,677.4	14.00	4.92	0.00	99	10.0	8.0
Receiver287	287	5 2,361,570.2	570.2	402,558.4	14.00	4.92	0.00	99	10.0	8.0
Receiver288	288	2 2,361,291.8	291.8	402,415.5	15.00	4.92	0.00	99	10.0	8.0
Receiver289	289	4 2,361,216.8	216.8	402,294.6	15.00	4.92	0.00	66	10.0	8.0
Receiver290	290	1 2,361,245.2	245.2	401,995.8	12.00	4.92	0.00	99	10.0	8.0
Receiver291	291	1 2,361,463.2	463.2	402,118.5	12.00	4.92	0.00	99	10.0	8.0
Receiver292	292	1 2,361,611.8	611.8	402,014.1	10.00	4.92	0.00	99	10.0	8.0
Receiver293	293	1 2,361,692.2	692.2	401,929.8	9.00	4.92	0.00	99	10.0	8.0
Receiver294	294	1 2,361,813.	813.2	400,877.4	7.00	4.92	0.00	99	10.0	8.0
Receiver295	295	1 2,361,743.5	743.5	400,496.4	7.00	4.92	0.00	99	10.0	8.0
Receiver296	296	1 2,361,520.0	520.0	400,265.7	6.00	4.92	0.00	99	10.0	8.0
Receiver297	297	1 2,361,326.0	326.0	399,950.6	9.00	4.92	0.00	99	10.0	8.0
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Receiver1	1	8	0	54	66	54	10	54
Receiver2"	2	8	0	57.2	66	57.2	10	57.2
Receiver3"	3	8	0	58.1	66	58.1	10	58.1
Receiver4"	4	8	0	52.3	66	52.3	10	52.3
Receiver5"	5	8	0	55.6	66	55.6	10	55.6
Receiver6"	6	8	0	56.6	66	56.6	10	56.6
Receiver7"	7	8	0	54.1	66	54.1	10	54.1
Receiver8"	8	8	0	57.3	66	57.3	10	57.3
Receiver9"	9	8	0	58.2	66	58.2	10	58.2
Receiver10	10	24	0	56	66	56	10	56
Receiver11	11	24	0	56.7	66	56.7	10	56.7
Receiver12	12	24	0	58.7	66	58.7	10	58.7
Receiver13	13	1	0	60	66	60	10	60
Receiver14	14	1	0	75.1	66	75.1	10 Snd Lvl	75.1
Receiver15	15	1	0	66.4	66	66.4	10 Snd Lvl	66.4
Receiver16	16	1	0	69.3	66	69.3	10 Snd Lvl	69.3
Receiver17	17	1	0	72.1	66	72.1	10 Snd Lvl	72.1
Receiver18	18	1	0	71.3	66	71.3	10 Snd Lvl	71.3
Receiver19	19	5	0	70.9	66	70.9	10 Snd Lvl	70.9
Receiver20	20	1	0	75.4	66	75.4	10 Snd Lvl	75.4
Receiver21	21	2	0	74.6	66	74.6	10 Snd Lvl	74.6
Receiver22	22	1	0	62.7	66	62.7	10	62.7
Receiver23	23	1	0	61.2	66	61.2	10	61.2
Receiver24	24	1	0	59	66	59	10	59
Receiver25	25	1	0	58.3	66	58.3	10	58.3
Receiver26	26	1	0 ina	ctive	66 ina	ictive	10 inactive	inactive
Receiver27	27	1	0 ina	ctive	66 ina	ictive	10 inactive	inactive
Receiver28	28	1	0 ina	ctive	66 ina	ictive	10 inactive	inactive
Receiver29	29	1	0 ina	ctive	66 ina	ictive	10 inactive	inactive
Receiver30	30	1	0 ina	ctive	66 ina		10 inactive	inactive
Receiver31	31	1	0 ina	ctive	66 ina	ictive	10 inactive	inactive
Receiver32	32	1	0 ina	ctive	66 ina	ictive	10 inactive	inactive
Receiver33	33	1	0 ina	ctive	66 ina	ictive	10 inactive	inactive
Receiver34	34	1	0 ina	ctive	66 ina		10 inactive	inactive
Receiver35	35	1	0 ina		66 ina		10 inactive	inactive
Receiver36	36	1	0 ina		66 ina	ictive	10 inactive	inactive
Receiver37	37	1	0 ina		66 ina		10 inactive	inactive
Receiver38	38	1	0 ina		66 ina	ictive	10 inactive	inactive
Receiver39	39	1	0 ina		66 ina		10 inactive	inactive
Receiver40	40	1	0 ina		66 ina		10 inactive	inactive
Receiver41	41	1	0 ina		66 ina		10 inactive	inactive
Receiver42	42	1	0 ina		66 ina		10 inactive	inactive
Receiver43	43	1	0 ina		66 ina		10 inactive	inactive
Receiver44	44	1	0 ina		66 ina		10 inactive	inactive
Receiver45	45	1	0 ina		66 ina		10 inactive	inactive
Receiver46	46	1	0 ina		66 ina		10 inactive	inactive
Receiver47	47	1	0 ina	ctive	66 ina	ictive	10 inactive	inactive

Receiver1	1	8	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver2"	2	8	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver3"	3	8	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver4"	4	8	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver5"	5	8	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver6"	6	8	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver7"	7	8	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver8"	8	8	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver9"	9	8	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver10	10	24	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver11	11	24	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver12	12	24	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver13	13	1	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver14	14	1	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver15	15	1	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver16	16	1	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver17	17	1	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver18	18	1	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver19	19	5	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver20	20	1	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver21	21	2	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver22	22	1	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver23	23	1	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver24	24	1	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver25	25	1	0	58.3	66	58.3	10	58.3
Receiver26	26	1	0	58.1	66	58.1	10	58.1
Receiver27	27	1	0	56.9	66	56.9	10	56.9
Receiver28	28	1	0	55.3	66	55.3	10	55.3
Receiver29	29	1	0	56	66	56	10	56
Receiver30	30	1	0	54.5	66	54.5	10	54.5
Receiver31	31	1	0	56.3	66	56.3	10	56.3
Receiver32	32	1	0	54.7	66	54.7	10	54.7
Receiver33	33	1	0	74.9	66	74.9	10 Snd Lvl	74.9
Receiver34	34	1	0	71.7	66	71.7	10 Snd Lvl	71.7
Receiver35	35	1	0	65.1	66	65.1	10	65.1
Receiver36	36	1	0	70.2	66	70.2	10 Snd Lvl	70.2
Receiver37	37	1	0	60.5	66	60.5	10	60.5
Receiver38	38	1	0	65.3	66	65.3	10	65.3
Receiver39	39	1	0	67.7	66	67.7	10 Snd Lvl	67.7
Receiver40	40	1	0	75.4	66	75.4	10 Snd Lvl	75.4
Receiver41	41	1	0	75.6	66	75.6	10 Snd Lvl	75.6
Receiver42	42	1	0	75.4	66	75.4	10 Snd Lvl	75.4
Receiver43	43	1	0	67.1	66	67.1	10 Snd Lvl	67.1
Receiver44	44	1	0	66.1	66	66.1	10 Snd Lvl	66.1
Receiver45	45	1	0	73.2	66	73.2	10 Snd Lvl	73.2
Receiver46	46	1	0	80.1	66	80.1	10 Snd Lvl	80.1
Receiver47	47	1	0	80.4	66	80.4	10 Snd Lvl	80.4

Receiver48	48	1	0 79.9	66 79.9	10 Snd Lvl	79.9
Receiver49	49	1	0 62.4	66 62.4	10	62.4
Receiver50	50	1	0 inactive	66 inactive	10 inactive	inactive
Receiver51	51	1	0 inactive	66 inactive	10 inactive	inactive
Receiver52	52	1	0 inactive	66 inactive	10 inactive	inactive
Receiver53	53	1	0 inactive	66 inactive	10 inactive	inactive
Receiver54	54	1	0 inactive	66 inactive	10 inactive	inactive
Receiver55	55	1	0 inactive	66 inactive	10 inactive	inactive
Receiver56	56	1	0 inactive	66 inactive	10 inactive	inactive
Receiver57	57	1	0 inactive	66 inactive	10 inactive	inactive
Receiver58	58	1	0 inactive	66 inactive	10 inactive	inactive
Receiver59	59	1	0 inactive	66 inactive	10 inactive	inactive
Receiver60	60	1	0 inactive	66 inactive	10 inactive	inactive
Receiver61	61	1	0 inactive	66 inactive	10 inactive	inactive
Receiver62	62	1	0 inactive	66 inactive	10 inactive	inactive
Receiver63	63	1	0 inactive	66 inactive	10 inactive	inactive
Receiver64	64	1	0 inactive	66 inactive	10 inactive	inactive
Receiver65	65	1	0 inactive	66 inactive	10 inactive	inactive
Receiver66	66	1	0 inactive	66 inactive	10 inactive	inactive
Receiver67	67	1	0 inactive	66 inactive	10 inactive	inactive
Receiver68	68	1	0 inactive	66 inactive	10 inactive	inactive
Receiver69	69	1	0 inactive	66 inactive	10 inactive	inactive
Receiver70	70	1	0 inactive	66 inactive	10 inactive	inactive
Receiver71	71	1	0 inactive	66 inactive	10 inactive	inactive
Receiver72	72	1	0 inactive	66 inactive	10 inactive	inactive
Receiver73	73	1	0 inactive	66 inactive	10 inactive	inactive
Receiver74	74	1	0 inactive	66 inactive	10 inactive	inactive
Receiver75	75	1	0 inactive	66 inactive	10 inactive	inactive
Receiver76	76	1	0 inactive	66 inactive	10 inactive	inactive
Receiver77	77	8	0 inactive	66 inactive	10 inactive	inactive
Receiver78	78	8	0 inactive	66 inactive	10 inactive	inactive
Receiver79	79	8	0 inactive	66 inactive	10 inactive	inactive
Receiver80	80	8	0 inactive	66 inactive	10 inactive	inactive
Receiver81	81	8	0 inactive	66 inactive	10 inactive	inactive
Receiver82	82	8	0 inactive	66 inactive	10 inactive	inactive
Receiver83	83	1	0 inactive	66 inactive	10 inactive	inactive
Receiver84	84	1	0 inactive	66 inactive	10 inactive	inactive
Receiver85	85	1	0 inactive	66 inactive	10 inactive	inactive
Receiver86	86	1	0 inactive	66 inactive	10 inactive	inactive
Receiver87	87	1	0 inactive	66 inactive	10 inactive	inactive
Receiver88	88	1	0 inactive	66 inactive	10 inactive	inactive
Receiver89	89	8	0 inactive	66 inactive	10 inactive	inactive
Receiver90	90	8	0 inactive	66 inactive	10 inactive	inactive
Receiver91	91	8	0 inactive	66 inactive	10 inactive	inactive
Receiver92	92	1	0 inactive	66 inactive	10 inactive	inactive
Receiver93	93	8	0 inactive	66 inactive	10 inactive	inactive
Receiver94	94	8	0 inactive	66 inactive	10 inactive	inactive

Receiver48	48	1	0 inac	tive	66 ina	ictive	10 inactive	e inactive
Receiver49	49	1	0 inac	tive	66 ina	ictive	10 inactive	e inactive
Receiver50	50	1	0 inac	tive	66 ina	ictive	10 inactiv	e inactive
Receiver51	51	1	0 inac	tive	66 ina	ictive	10 inactiv	e inactive
Receiver52	52	1	0 inac	tive	66 ina	ictive	10 inactiv	
Receiver53	53	1	0	63.9	66	63.9	10	63.9
Receiver54	54	-	0	66.2	66	66.2	10 Snd Lvl	
Receiver55	55	1	0	62	66	62	10	62
Receiver56	56	1	0	63	66	63	10	63
Receiver57	57	1	0	67.1	66	67.1	10 Snd Lvl	
Receiver58	58	1	0	66.6	66	66.6	10 Shd Lvi 10 Snd Lvi	
Receiver59	59	1	0	63.2	66	63.2	10 5110 201	63.2
				62			10	
Receiver60	60	1	0		66 66	62 62		62
Receiver61	61	1	0	66	66	66	10 Snd Lvl	
Receiver62	62	1	0	69	66	69	10 Snd Lvl	
Receiver63	63	1	0	72	66	72	10 Snd Lvl	
Receiver64	64	1	0	61.4	66	61.4	10	61.4
Receiver65	65	1	0	63.8	66	63.8	10	63.8
Receiver66	66	1	0	71	66	71	10 Snd Lvl	
Receiver67	67	1	0	60.4	66	60.4	10	60.4
Receiver68	68	1	0	68.6	66	68.6	10 Snd Lvl	68.6
Receiver69	69	1	0	64	66	64	10	64
Receiver70	70	1	0	66.4	66	66.4	10 Snd Lvl	66.4
Receiver71	71	1	0	77.5	66	77.5	10 Snd Lvl	77.5
Receiver72	72	1	0	72.6	66	72.6	10 Snd Lvl	72.6
Receiver73	73	1	0	76.3	66	76.3	10 Snd Lvl	76.3
Receiver74	74	1	0	76.6	66	76.6	10 Snd Lvl	76.6
Receiver75	75	1	0 inac	tive	66 ina	ictive	10 inactive	e inactive
Receiver76	76	1	0 inac	tive	66 ina	ictive	10 inactiv	e inactive
Receiver77	77	8	0 inac	tive	66 ina	ictive	10 inactiv	e inactive
Receiver78	78	8	0 inac	tive	66 ina	ictive	10 inactiv	e inactive
Receiver79	79	8	0 inac		66 ina		10 inactive	
Receiver80	80	8	0 inac		66 ina		10 inactiv	
Receiver81	81	8	0 inac		66 ina		10 inactiv	
Receiver82	82	8	0 inac		66 ina		10 inactiv	
Receiver83	83	1	0 inac		66 ina		10 inactiv	
Receiver84	84	1	0 inac		66 ina		10 inactiv	
Receiver85	85	1	0 inac		66 ina		10 inactiv	
Receiver86	86	1	0 inac		66 ina		10 inactive	
Receiver87	80 87	1	0 inac		66 ina		10 inactive	
	88				66 ina			
Receiver88		1	0 inac				10 inactiv	
Receiver89	89	8	0 inac		66 ina		10 inactiv	
Receiver90	90	8	0 inac		66 ina		10 inactiv	
Receiver91	91 02	8	0 inac		66 ina		10 inactiv	
Receiver92	92	1	0 inac		66 ina		10 inactiv	
Receiver93	93	8	0 inac		66 ina		10 inactive	
Receiver94	94	8	0 inac	tive	66 ina	ictive	10 inactiv	e inactive

Receiver48	48	1	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver49	49	1	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver50	50	1	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver51	51	1	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver52	52	1	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver53	53	1	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver54	54	1	0 ina		66 ina		10 inactive	inactive
Receiver55	55	1	0 ina		66 ina		10 inactive	inactive
Receiver56	56	1	0 ina		66 ina		10 inactive	inactive
Receiver57	57	1	0 ina		66 ina		10 inactive	inactive
Receiver58	58	1	0 ina		66 ina		10 inactive	inactive
Receiver59	59	1	0 ina		66 ina		10 inactive	inactive
Receiver60	60	1	0 ina 0 ina		66 ina		10 inactive	inactive
Receiver61	61	1	0 ina 0 ina		66 ina		10 inactive	inactive
Receiver62	62		0 ina 0 ina		66 ina		10 inactive	inactive
		1						
Receiver63	63	1	0 ina		66 ina		10 inactive	inactive
Receiver64	64 65	1	0 ina		66 ina		10 inactive	inactive
Receiver65	65	1	0 ina		66 ina		10 inactive	inactive
Receiver66	66	1	0 ina		66 ina		10 inactive	inactive
Receiver67	67	1	0 ina		66 ina		10 inactive	inactive
Receiver68	68	1	0 ina		66 ina		10 inactive	inactive
Receiver69	69	1	0 ina		66 ina		10 inactive	inactive
Receiver70	70	1	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver71	71	1	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver72	72	1	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver73	73	1	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver74	74	1	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver75	75	1	0	64.5	66	64.5	10	64.5
Receiver76	76	1	0	59.1	66	59.1	10	59.1
Receiver77	77	8	0	55.5	66	55.5	10	55.5
Receiver78	78	8	0	58.5	66	58.5	10	58.5
Receiver79	79	8	0	59.7	66	59.7	10	59.7
Receiver80	80	8	0	53.3	66	53.3	10	53.3
Receiver81	81	8	0	56.4	66	56.4	10	56.4
Receiver82	82	8	0	57.3	66	57.3	10	57.3
Receiver83	83	1	0	53	66	53	10	53
Receiver84	84	1	0	52	66	52	10	52
Receiver85	85	1	0	51.4	66	51.4	10	51.4
Receiver86	86	1	0	50.5	66	50.5	10	50.5
Receiver87	87	1	0	50.9	66	50.9	10	50.9
Receiver88	88	1	0	50.8	66	50.8	10	50.8
Receiver89	89	8	0	51.5	66	51.5	10	51.5
Receiver90	90	8	0	54.8	66	54.8	10	54.8
Receiver91	91	8	0	55.9	66	55.9	10	55.9
Receiver92	92	1	0	51.8	66	51.8	10	51.8
Receiver93	93	8	0	52.1	66	52.1	10	52.1
Receiver94	94	8	0	55.5	66	55.5	10	55.5
NCCCIVCI 34	54	0	U	5.5	00	55.5	10	

DessiverOF	05	0	0				10	
Receiver95	95	8	0	56.5	66	56.5	10	56.5
Receiver96	96	8	0	52.2	66	52.2	10	52.2
Receiver97	97	8	0	54.3	66	54.3	10	54.3
Receiver98	98	8	0	55.4	66	55.4	10	55.4
Receiver99	99	1	0	52.4	66	52.4	10	52.4
Receiver10	100	1	0	52.7	66	52.7	10	52.7
Receiver10	101	1	0 inac			active	10 inac	tive inactive
Receiver10	102	1	0 inac	tive	66 in	active	10 inac	tive inactive
Receiver10	103	1	0 inac	tive	66 in	active	10 inac	tive inactive
Receiver10	104	1	0 inac	tive	66 in	active	10 inac	tive inactive
Receiver10	105	1	0 inac	tive	66 in	active	10 inac	tive inactive
Receiver10	106	1	0 inac	tive	66 in	active	10 inac	tive inactive
Receiver10	107	1	0 inac	tive	66 in	active	10 inac	tive inactive
Receiver10	108	1	0 inac	tive	66 in	active	10 inac	tive inactive
Receiver10	109	1	0 inac	tive	66 in	active	10 inac	tive inactive
Receiver11	110	1	0 inac	tive	66 in	active	10 inac	tive inactive
Receiver11	111	1	0 inac	tive	66 in	active	10 inac	tive inactive
Receiver11	112	1	0 inac	tive	66 in	active	10 inac	tive inactive
Receiver11	113	1	0 inac	tive	66 in	active	10 inac	tive inactive
Receiver11	114	1	0 inac	tive	66 in	active	10 inac	tive inactive
Receiver11	115	1	0 inac	tive	66 in	active	10 inac	
Receiver11	116	1	0 inac			active	10 inac	
Receiver11	117	1	0 inac			active	10 inac	
Receiver11	118	1	0 inac			active	10 inac	
Receiver11	119	1	0 inac			active	10 inac	
Receiver12	120	1	0 inac			active	10 inac	
Receiver12	121	1	0 inac			active	10 inac	
Receiver12	122	1	0 inac			active	10 inac	
Receiver12	123	1	0 inac			active	10 inac	
Receiver12	123	1	0 inac			active	10 inac	
Receiver12	125	1	0 inac			active	10 inac	
Receiver12	126	1	0 inac			active	10 inac	
Receiver12	120	1	0 inac			active	10 inac	
Receiver12	127	1	0 inac			active	10 inac	
Receiver12	128	1	0 inac			active	10 inac	
Receiver12	129	1	0 inac			active	10 inac	
Receiver13	131	1	0 inac			active	10 inac	
Receiver13	132	1	0 inac			active	10 inac	
Receiver13	133	1	0 inac			active	10 inac	
Receiver13	134	1	0 inac			active	10 inac	
Receiver13	135	1	0 inac			active	10 inac	
Receiver13	136	1	0 inac			active	10 inac	
Receiver13	137	6	0 inac			active	10 inac	
Receiver13	138	3	0 inac			active	10 inac	
Receiver13	139	5	0 inac			active	10 inac	
Receiver14	140	4	0 inac			active	10 inac	
Receiver14	141	5	0 inac	tive	66 in	active	10 inac	tive inactive

Receiver95	95	8	0 inactive	66 inactive	10 inactive	inactive
Receiver96	96	8	0 inactive	66 inactive	10 inactive	inactive
Receiver97	97	8	0 inactive	66 inactive	10 inactive	inactive
Receiver98	98	8	0 inactive	66 inactive	10 inactive	inactive
Receiver99	99	1	0 inactive	66 inactive	10 inactive	inactive
Receiver10	100	1	0 inactive	66 inactive	10 inactive	inactive
Receiver10	100	1	0 56.3	66 56.3	10	56.3
Receiver10	101	1	0 56.1	66 56.1	10	56.1
Receiver10	102	1	0 56.5	66 56.5	10	56.5
Receiver10	103	1	0 56.4	66 56.4	10	56.4
Receiver10	104	1	0 59.5	66 59.5	10	
						59.5
Receiver10	106	1	0 61.4	66 61.4	10	61.4
Receiver10	107	1	0 56.7	66 56.7	10	56.7
Receiver10	108	1	0 60.7	66 60.7	10	60.7
Receiver10	109	1	0 62.6	66 62.6	10	62.6
Receiver11	110	1	0 72.9	66 72.9	10 Snd Lvl	72.9
Receiver11	111	1	0 74.2	66 74.2	10 Snd Lvl	74.2
Receiver11	112	1	0 75.9	66 75.9	10 Snd Lvl	75.9
Receiver11	113	1	0 75.9	66 75.9	10 Snd Lvl	75.9
Receiver11	114	1	0 76.9	66 76.9	10 Snd Lvl	76.9
Receiver11	115	1	0 52.5	66 52.5	10	52.5
Receiver11	116	1	0 52.1	66 52.1	10	52.1
Receiver11	117	1	0 52.7	66 52.7	10	52.7
Receiver11	118	1	0 53.1	66 53.1	10	53.1
Receiver11	119	1	0 53	66 53	10	53
Receiver12	120	1	0 53.2	66 53.2	10	53.2
Receiver12	121	1	0 53.5	66 53.5	10	53.5
Receiver12	122	1	0 53.2	66 53.2	10	53.2
Receiver12	123	1	0 53	66 53	10	53
Receiver12	124	1	0 53	66 53	10	53
Receiver12	125	1	0 52.8	66 52.8	10	52.8
Receiver12	126	1	0 inactive	66 inactive	10 inactive	inactive
Receiver12	127	1	0 inactive	66 inactive	10 inactive	inactive
Receiver12	128	1	0 inactive	66 inactive	10 inactive	inactive
Receiver12	120	1	0 inactive	66 inactive	10 inactive	inactive
Receiver12	129	1	0 inactive	66 inactive	10 inactive	inactive
Receiver13	131	1	0 inactive	66 inactive	10 inactive	inactive
Receiver13	132	1	0 inactive	66 inactive	10 inactive	inactive
Receiver13	133	1	0 inactive	66 inactive	10 inactive	inactive
Receiver13	134	1	0 inactive	66 inactive	10 inactive	inactive
Receiver13	135	1	0 inactive	66 inactive	10 inactive	inactive
Receiver13	136	1	0 inactive	66 inactive	10 inactive	inactive
Receiver13	137	6	0 inactive	66 inactive	10 inactive	inactive
Receiver13	138	3	0 inactive	66 inactive	10 inactive	inactive
Receiver13	139	5	0 inactive	66 inactive	10 inactive	inactive
Receiver14	140	4	0 inactive	66 inactive	10 inactive	inactive
Receiver14	141	5	0 inactive	66 inactive	10 inactive	inactive

Receiver95	95	8	0 ina	ictive	66 ir	nactive	10 inactive	inactive
Receiver96	96	8	0 ina	ictive	66 ir	nactive	10 inactive	inactive
Receiver97	97	8	0 ina	active	66 ir	nactive	10 inactive	inactive
Receiver98	98	8	0 ina	active	66 ir	nactive	10 inactive	inactive
Receiver99	99	1	0 ina	ictive	66 ir	nactive	10 inactive	inactive
Receiver10	100	1	0 ina	ictive	66 ir	nactive	10 inactive	inactive
Receiver10	101	1	0 ina			nactive	10 inactive	inactive
Receiver10	102	1	0 ina			nactive	10 inactive	inactive
Receiver10	103	1	0 ina			nactive	10 inactive	inactive
Receiver10	104	1		ictive		nactive	10 inactive	inactive
Receiver10	105	1	0 ina			nactive	10 inactive	inactive
Receiver10	105	1	0 ina			nactive	10 inactive	inactive
Receiver10	100	1	0 ina 0 ina			nactive	10 inactive	inactive
	107	1					10 inactive	
Receiver10			0 ina			nactive		inactive
Receiver10	109	1	0 ina			nactive	10 inactive	inactive
Receiver11	110	1	0 ina			nactive	10 inactive	inactive
Receiver11	111	1	0 ina			nactive	10 inactive	inactive
Receiver11	112	1	0 ina			nactive	10 inactive	inactive
Receiver11	113	1	0 ina			nactive	10 inactive	inactive
Receiver11	114	1		ictive		nactive	10 inactive	inactive
Receiver11	115	1	0 ina	ictive	66 ir	nactive	10 inactive	inactive
Receiver11	116	1	0 ina	ictive	66 ir	nactive	10 inactive	inactive
Receiver11	117	1	0 ina	ictive	66 ir	nactive	10 inactive	inactive
Receiver11	118	1	0 ina	ictive	66 ir	nactive	10 inactive	inactive
Receiver11	119	1	0 ina	octive	66 ir	nactive	10 inactive	inactive
Receiver12	120	1	0 ina	ictive	66 ir	nactive	10 inactive	inactive
Receiver12	121	1	0 ina	active	66 ir	nactive	10 inactive	inactive
Receiver12	122	1	0 ina	active	66 ir	nactive	10 inactive	inactive
Receiver12	123	1	0 ina	octive	66 ir	nactive	10 inactive	inactive
Receiver12	124	1	0 ina	octive	66 ir	nactive	10 inactive	inactive
Receiver12	125	1	0	52.8	66	52.8	10	52.8
Receiver12	126	1	0	53	66	53	10	53
Receiver12	127	1	0	52.8	66	52.8	10	52.8
Receiver12	128	1	0	52.7	66	52.7	10	52.7
Receiver12	129	1	0	52.6	66	52.6	10	52.6
Receiver13	130	1	0	57.8	66	57.8	10	57.8
Receiver13	131	1	0	77.3	66	77.3	10 Snd Lvl	77.3
Receiver13	132	1	0	64.5	66	64.5	10	64.5
Receiver13	132	1	0	65.3	66	65.3	10	65.3
Receiver13	133	1	0	72	66	72	10 Snd Lvl	72
Receiver13	135	1	0	57.7	66	57.7	10	57.7
Receiver13	135	1	0	54.2	66	54.2	10	54.2
		6					10	
Receiver13	137		0	57.9	66 66	57.9	10	57.9
Receiver13	138	3	0	55.9	66 66	55.9		55.9
Receiver13	139	5	0	57.8	66	57.8	10	57.8
Receiver14	140	4	0	55.8	66	55.8	10	55.8
Receiver14	141	5	0	57.8	66	57.8	10	57.8

Receiver14	142	2	0 55.8	66 55.8	10	55.8
Receiver14	143	1	0 55.1	66 55.1	10	55.1
Receiver14	144	5	0 inactive	66 inactive	10 inactive	inactive
Receiver14	145	6	0 inactive	66 inactive	10 inactive	inactive
Receiver14	146	5	0 inactive	66 inactive	10 inactive	inactive
Receiver14	147	5	0 inactive	66 inactive	10 inactive	inactive
Receiver14	148	3	0 inactive	66 inactive	10 inactive	inactive
Receiver14	149	2	0 inactive	66 inactive	10 inactive	inactive
Receiver15	150	5	0 inactive	66 inactive	10 inactive	inactive
Receiver15	151	4	0 inactive	66 inactive	10 inactive	inactive
Receiver15	152	3	0 inactive	66 inactive	10 inactive	inactive
Receiver15	153	1	0 inactive	66 inactive	10 inactive	inactive
Receiver15	154	1	0 inactive	66 inactive	10 inactive	inactive
Receiver15	155	1	0 inactive	66 inactive	10 inactive	inactive
Receiver15	156	1	0 inactive	66 inactive	10 inactive	inactive
Receiver15	157	1	0 inactive	66 inactive	10 inactive	inactive
Receiver15	158	5	0 inactive	66 inactive	10 inactive	inactive
Receiver15	159	2	0 inactive	66 inactive	10 inactive	inactive
Receiver16	160	2	0 inactive	66 inactive	10 inactive	inactive
Receiver16	161	5	0 inactive	66 inactive	10 inactive	inactive
Receiver16	162	5	0 inactive	66 inactive	10 inactive	inactive
Receiver16	163	4	0 inactive	66 inactive	10 inactive	inactive
Receiver16	164	5	0 inactive	66 inactive	10 inactive	inactive
Receiver16	165	6	0 inactive	66 inactive	10 inactive	inactive
Receiver16	166	4	0 inactive	66 inactive	10 inactive	inactive
Receiver16	167	5	0 inactive	66 inactive	10 inactive	inactive
Receiver16	168	5	0 inactive	66 inactive	10 inactive	inactive
Receiver16	169	5	0 inactive	66 inactive	10 inactive	inactive
Receiver17	170	5	0 inactive	66 inactive	10 inactive	inactive
Receiver17	171	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	172	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	173	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	174	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	175	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	176	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	177	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	178	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	179	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	180	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	181	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	182	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	183	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	184 185	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	185	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	186	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	187	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	188	1	0 inactive	66 inactive	10 inactive	inactive

Receiver14	142	2	0 inactive	66 inactive	10 inactive	inactive
Receiver14	143	1	0 inactive	66 inactive	10 inactive	inactive
Receiver14	144	5	0 inactive	66 inactive	10 inactive	inactive
Receiver14	145	6	0 inactive	66 inactive	10 inactive	inactive
Receiver14	146	5	0 inactive	66 inactive	10 inactive	inactive
Receiver14	147	5	0 inactive	66 inactive	10 inactive	inactive
Receiver14	148	3	0 inactive	66 inactive	10 inactive	inactive
Receiver14	149	2	0 inactive	66 inactive	10 inactive	inactive
Receiver15	150	5	0 56.6	66 56.6	10	56.6
Receiver15	150	4	0 54.9	66 54.9	10	54.9
Receiver15	151	3	0 54.1	66 54.1	10	54.1
Receiver15	152	3 1	0 52	66 52	10	52
		1 1			10	
Receiver15	154			66 51.6		51.6
Receiver15	155	1	0 52.2	66 52.2	10	52.2
Receiver15	156	1	0 52.3	66 52.3	10	52.3
Receiver15	157	1	0 51.9	66 51.9	10	51.9
Receiver15	158	5	0 54.6	66 54.6	10	54.6
Receiver15	159	2	0 54.2	66 54.2	10	54.2
Receiver16	160	2	0 54	66 54	10	54
Receiver16	161	5	0 56.5	66 56.5	10	56.5
Receiver16	162	5	0 56.5	66 56.5	10	56.5
Receiver16	163	4	0 55.5	66 55.5	10	55.5
Receiver16	164	5	0 inactive	66 inactive	10 inactive	inactive
Receiver16	165	6	0 inactive	66 inactive	10 inactive	inactive
Receiver16	166	4	0 inactive	66 inactive	10 inactive	inactive
Receiver16	167	5	0 inactive	66 inactive	10 inactive	inactive
Receiver16	168	5	0 inactive	66 inactive	10 inactive	inactive
Receiver16	169	5	0 inactive	66 inactive	10 inactive	inactive
Receiver17	170	5	0 inactive	66 inactive	10 inactive	inactive
Receiver17	171	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	172	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	173	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	174	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	175	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	176	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	177	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	178	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	179	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	180	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	180	1	0 inactive	66 inactive	10 inactive	inactive
	181					
Receiver18		1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	183	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	184	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	185	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	186	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	187	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	188	1	0 inactive	66 inactive	10 inactive	inactive

Receiver14	142	2	0 inactive	66 inactive	10 inactive	inactive
Receiver14	143	1	0 inactive	66 inactive	10 inactive	inactive
Receiver14	144	5	0 inactive	66 inactive	10 inactive	inactive
Receiver14	145	6	0 inactive	66 inactive	10 inactive	inactive
Receiver14	146	5	0 inactive	66 inactive	10 inactive	inactive
Receiver14	147	5	0 inactive	66 inactive	10 inactive	inactive
Receiver14	148	3	0 inactive	66 inactive	10 inactive	inactive
Receiver14	149	2	0 inactive	66 inactive	10 inactive	inactive
Receiver15	150	5	0 inactive	66 inactive	10 inactive	inactive
Receiver15	150	4	0 inactive	66 inactive	10 inactive	inactive
Receiver15	151	3	0 inactive	66 inactive	10 inactive	inactive
Receiver15	152	1	0 inactive			
				66 inactive	10 inactive	inactive
Receiver15	154	1	0 inactive	66 inactive	10 inactive	inactive
Receiver15	155	1	0 inactive	66 inactive	10 inactive	inactive
Receiver15	156	1	0 inactive	66 inactive	10 inactive	inactive
Receiver15	157	1	0 inactive	66 inactive	10 inactive	inactive
Receiver15	158	5	0 inactive	66 inactive	10 inactive	inactive
Receiver15	159	2	0 inactive	66 inactive	10 inactive	inactive
Receiver16	160	2	0 inactive	66 inactive	10 inactive	inactive
Receiver16	161	5	0 inactive	66 inactive	10 inactive	inactive
Receiver16	162	5	0 inactive	66 inactive	10 inactive	inactive
Receiver16	163	4	0 inactive	66 inactive	10 inactive	inactive
Receiver16	164	5	0 inactive	66 inactive	10 inactive	inactive
Receiver16	165	6	0 58.9	66 58.9	10	58.9
Receiver16	166	4	0 59	66 59	10	59
Receiver16	167	5	0 58.8	66 58.8	10	58.8
Receiver16	168	5	0 58.8	66 58.8	10	58.8
Receiver16	169	5	0 59.2	66 59.2	10	59.2
Receiver17	170	5	0 59.3	66 59.3	10	59.3
Receiver17	171	1	0 72.5	66 72.5	10 Snd Lvl	72.5
Receiver17	172	1	0 69.6	66 69.6	10 Snd Lvl	69.6
Receiver17	173	1	0 66.7	66 66.7	10 Snd Lvl	66.7
Receiver17	174	1	0 66	66 66	10 Snd Lvl	66
Receiver17	175	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	176	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	177	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	178	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	179	1	0 inactive	66 inactive	10 inactive	inactive
			0 inactive			
Receiver18	180	1		66 inactive	10 inactive	inactive
Receiver18	181	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	182	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	183	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	184	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	185	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	186	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	187	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	188	1	0 inactive	66 inactive	10 inactive	inactive

Receiver14	142	2	0 ina	ctive	66 ina	ictive	10 inactive	inactive
Receiver14	143	1	0 ina	ctive	66 ina	ictive	10 inactive	inactive
Receiver14	144	5	0 ina	ctive	66 ina	ictive	10 inactive	inactive
Receiver14	145	6	0 ina	ctive	66 ina	ictive	10 inactive	inactive
Receiver14	146	5	0 ina	ctive	66 ina	ictive	10 inactive	inactive
Receiver14	147	5	0 ina		66 ina		10 inactive	inactive
Receiver14	148	3	0 ina		66 ina		10 inactive	inactive
Receiver14	149	2	0 ina		66 ina		10 inactive	inactive
Receiver15	150	5	0 ina		66 ina		10 inactive	inactive
Receiver15	151	4	0 ina 0 ina		66 ina		10 inactive	inactive
Receiver15	152	3	0 ina 0 ina		66 ina		10 inactive	inactive
Receiver15	152	1	0 ina 0 ina		66 ina		10 inactive	
								inactive
Receiver15	154	1	0 ina		66 ina		10 inactive	inactive
Receiver15	155	1	0 ina		66 ina		10 inactive	inactive
Receiver15	156	1	0 ina		66 ina		10 inactive	inactive
Receiver15	157	1	0 ina		66 ina		10 inactive	inactive
Receiver15	158	5	0 ina		66 ina		10 inactive	inactive
Receiver15	159	2	0 ina		66 ina		10 inactive	inactive
Receiver16	160	2	0 ina		66 ina	ictive	10 inactive	inactive
Receiver16	161	5	0 ina	ctive	66 ina	ictive	10 inactive	inactive
Receiver16	162	5	0 ina	ctive	66 ina	ictive	10 inactive	inactive
Receiver16	163	4	0 ina	ctive	66 ina	ictive	10 inactive	inactive
Receiver16	164	5	0 ina	ctive	66 ina	ictive	10 inactive	inactive
Receiver16	165	6	0 ina	ctive	66 ina	ictive	10 inactive	inactive
Receiver16	166	4	0 ina	ctive	66 ina	ictive	10 inactive	inactive
Receiver16	167	5	0 ina	ctive	66 ina	ictive	10 inactive	inactive
Receiver16	168	5	0 ina	ctive	66 ina	ictive	10 inactive	inactive
Receiver16	169	5	0 ina	ctive	66 ina	ictive	10 inactive	inactive
Receiver17	170	5	0 ina	ctive	66 ina	ictive	10 inactive	inactive
Receiver17	171	1	0 ina	ctive	66 ina	ictive	10 inactive	inactive
Receiver17	172	1	0 ina	ctive	66 ina	ictive	10 inactive	inactive
Receiver17	173	1	0 ina	ctive	66 ina	ictive	10 inactive	inactive
Receiver17	174	1	0 ina		66 ina		10 inactive	inactive
Receiver17	175	1	0	63.9	66	63.9	10	63.9
Receiver17	176	1	0	62.8	66	62.8	10	62.8
Receiver17	177	1	0	62.1	66	62.1	10	62.1
Receiver17	178	1	0	61.4	66	61.4	10	61.4
Receiver17	179	1	0	60.5	66	60.5	10	60.5
Receiver18	180	1	0	59.6	66	59.6	10	59.6
Receiver18	181	1	0	58.8	66	58.8	10	58.8
Receiver18	181	1	0	58.2	66	58.2	10	58.2
Receiver18	182	1	0	58.2 57.5	66	57.5	10	57.5
							10	
Receiver18	184 195	1	0	56.7	66 66	56.7		56.7
Receiver18	185	1	0	56	66 66	56	10	56
Receiver18	186	1	0	55.6	66 66	55.6	10	55.6
Receiver18	187	1	0	55.1	66 66	55.1	10	55.1
Receiver18	188	1	0	54.8	66	54.8	10	54.8

Receiver18	189	1	0	58	66	58	10	58
Receiver19	190	1	0	58.7	66	58.7	10	58.7
Receiver19	191	1	0	59.8	66	59.8	10	59.8
Receiver19	192	1	0	60.5	66	60.5	10	60.5
Receiver19	193	1	0	61.1	66	61.1	10	61.1
Receiver19	194	1	0	62	66	62	10	62
Receiver19	195	1	0	62.9	66	62.9	10	62.9
Receiver19	196	1	0	63.7	66	63.7	10	63.7
Receiver19	197	1	0	64.6	66	64.6	10	64.6
Receiver19	198	1	0	65.8	66	65.8	10	65.8
Receiver19	199	1	0	73.6	66	73.6	10 Snd Lvl	73.6
Receiver20	200	1	0 ina		66 ina		10 inactive	inactive
Receiver20	201	1	0 ina		66 ina		10 inactive	inactive
Receiver20	202	1	0 ina		66 ina		10 inactive	inactive
Receiver20	203	1	0 ina		66 ina		10 inactive	inactive
Receiver20	204	1	0 ina		66 ina		10 inactive	inactive
Receiver20	205	1	0 ina		66 ina		10 inactive	inactive
Receiver20	206	1	0 ina		66 ina		10 inactive	inactive
Receiver20	207	1	0 ina		66 ina		10 inactive	inactive
Receiver20	208	1	0 ina 0 ina		66 ina		10 inactive	inactive
Receiver20	209	1	0 ina 0 ina		66 ina		10 inactive	inactive
Receiver21	210	1	0 ina 0 ina		66 ina		10 inactive	inactive
Receiver21	210	1	0 ina 0 ina		66 ina		10 inactive	inactive
Receiver21	211	1	0 ina 0 ina		66 ina		10 inactive	inactive
Receiver21	212	1	0 ina 0 ina		66 ina		10 inactive	inactive
Receiver21	213	1	0 ina 0 ina		66 ina		10 inactive	inactive
Receiver21	214	1	0 ina 0 ina		66 ina		10 inactive	inactive
Receiver21	215	1	0 ina 0 ina		66 ina		10 inactive	inactive
Receiver21	210							
Receiver21	217	1	0 ina 0 ina		66 ina 66 ina		10 inactive 10 inactive	inactive
	218	1 1			66 ina			inactive
Receiver21			0 ina				10 inactive	inactive
Receiver22	220	1	0 ina		66 ina		10 inactive	inactive
Receiver22	221	1	0 ina		66 ina		10 inactive	inactive
Receiver22	222	10	0 ina		66 ina		10 inactive	inactive
Receiver22	223	11	0 ina		66 ina		10 inactive	inactive
Receiver22	224	1	0 ina		66 ina		10 inactive	inactive
Receiver22	225	1	0 ina		66 ina		10 inactive	inactive
Receiver22	226	1	0 ina		66 ina		10 inactive	inactive
Receiver22	227	1	0 ina		66 ina		10 inactive	inactive
Receiver22	228	1	0 ina		66 ina		10 inactive	inactive
Receiver22	229	1	0 ina		66 ina		10 inactive	inactive
Receiver23	230	1	0 ina		66 ina		10 inactive	inactive
Receiver23	231	1	0 ina		66 ina		10 inactive	inactive
Receiver23	232	1	0 ina		66 ina		10 inactive	inactive
Receiver23	233	1	0 ina		66 ina		10 inactive	inactive
Receiver23	234	1	0 ina		66 ina		10 inactive	inactive
Receiver23	235	1	0 ina	ctive	66 ina	active	10 inactive	inactive

Receiver18	189	1	0 ina	ctive	66 ina	ictive	10 inactive	inactive
Receiver19	190	1	0 ina	ctive	66 ina	ictive	10 inactive	inactive
Receiver19	191	1	0 ina	ctive	66 ina	octive	10 inactive	inactive
Receiver19	192	1		ctive	66 ina		10 inactive	inactive
Receiver19	193	1		ictive	66 ina		10 inactive	inactive
	193	1		ictive				
Receiver19					66 ina		10 inactive	inactive
Receiver19	195	1	0 ina		66 ina		10 inactive	inactive
Receiver19	196	1		ctive	66 ina		10 inactive	inactive
Receiver19	197	1		ctive	66 ina		10 inactive	inactive
Receiver19	198	1	0 ina	ctive	66 ina	ictive	10 inactive	inactive
Receiver19	199	1	0 ina	ctive	66 ina	ictive	10 inactive	inactive
Receiver20	200	1	0	73.5	66	73.5	10 Snd Lvl	73.5
Receiver20	201	1	0	73.4	66	73.4	10 Snd Lvl	73.4
Receiver20	202	1	0	72.8	66	72.8	10 Snd Lvl	72.8
Receiver20	203	1	0	71.1	66	71.1	10 Snd Lvl	71.1
Receiver20	204	1	0	66.6	66	66.6	10 Snd Lvl	66.6
Receiver20	205	1	0	65.2	66	65.2	10	65.2
Receiver20	205	1	0	61.2	66	61.2	10	61.2
Receiver20	200	1	0	58.8	66	58.8	10	58.8
			0		66		10	
Receiver20	208	1		53.9		53.9	-	53.9
Receiver20	209	1	0	54.1	66	54.1	10	54.1
Receiver21	210	1	0	53.2	66	53.2	10	53.2
Receiver21	211	1	0	57	66	57	10	57
Receiver21	212	1	0	56.2	66	56.2	10	56.2
Receiver21	213	1	0	57.1	66	57.1	10	57.1
Receiver21	214	1	0	59	66	59	10	59
Receiver21	215	1	0	59.9	66	59.9	10	59.9
Receiver21	216	1	0	66.2	66	66.2	10 Snd Lvl	66.2
Receiver21	217	1	0	64.8	66	64.8	10	64.8
Receiver21	218	1	0	68.8	66	68.8	10 Snd Lvl	68.8
Receiver21	219	1	0	77.1	66	77.1	10 Snd Lvl	77.1
Receiver22	220	1	0	68.7	66	68.7	10 Snd Lvl	68.7
Receiver22	221	1	0	68.4	66	68.4	10 Snd Lvl	68.4
Receiver22	222	10	0	72	66	72	10 Snd Lvl	72
Receiver22	223	10	0	69.9	66	69.9	10 Shd Lvi 10 Snd Lvi	69.9
			0	76.4	66			
Receiver22	224	1				76.4	10 Snd Lvl	76.4
Receiver22	225	1	0	77.8	66	77.8	10 Snd Lvl	77.8
Receiver22	226	1	0	71.3	66	71.3	10 Snd Lvl	71.3
Receiver22	227	1	0	58.4	66	58.4	10	58.4
Receiver22	228	1	0	53.6	66	53.6	10	53.6
Receiver22	229	1	0	52	66	52	10	52
Receiver23	230	1	0	52.2	66	52.2	10	52.2
Receiver23	231	1	0	51.8	66	51.8	10	51.8
Receiver23	232	1	0	58.8	66	58.8	10	58.8
Receiver23	233	1	0	58.8	66	58.8	10	58.8
Receiver23	234	1	0	61.8	66	61.8	10	61.8
Receiver23	235	1	0	66.5	66	66.5	10 Snd Lvl	66.5
		—	-					20.0

Receiver23	236	1	0	75.3	66	75.3	10 Snd Lvl	75.3
Receiver23	237	1	0	60.6	66	60.6	10	60.6
Receiver23	238	1	0	58.2	66	58.2	10	58.2
Receiver23	239	1	0	74.4	66	74.4	10 Snd Lvl	74.4
Receiver24	240	1	0	72.1	66	72.1	10 Snd Lvl	72.1
Receiver24	241	1	0	58.3	66	58.3	10	58.3
Receiver24	242	1	0	62.5	66	62.5	10	62.5
Receiver24	243	1	0	57.8	66	57.8	10	57.8
Receiver24	244	1	0	53.6	66	53.6	10	53.6
Receiver24	245	1	0	52	66	52	10	52
Receiver24	245	1	0	53.2	66	53.2	10	53.2
Receiver24	240	1	0	55.1	66	55.1	10	55.1
	247	1	0	57	66	57	10	55.1
Receiver24			0				10	
Receiver24	249	1		60.1	66 66	60.1		60.1
Receiver25	250	1	0	63.1	66	63.1	10	63.1
Receiver25	251	1	0 inac		66 ina		10 inactive	inactive
Receiver25	252	1	0 inac		66 ina		10 inactive	inactive
Receiver25	253	1	0 inac		66 ina		10 inactive	inactive
Receiver25	254	1	0 inac		66 ina		10 inactive	inactive
Receiver25	255	1	0 inac	tive	66 ina	ctive	10 inactive	inactive
Receiver25	256	1	0 inac	tive	66 ina	ctive	10 inactive	inactive
Receiver25	257	1	0 inac	tive	66 ina	ctive	10 inactive	inactive
Receiver25	258	1	0 inac	tive	66 ina	ctive	10 inactive	inactive
Receiver25	259	1	0 inac	tive	66 ina	ctive	10 inactive	inactive
Receiver26	260	1	0 inac	tive	66 ina	ctive	10 inactive	inactive
Receiver26	261	1	0 inac	tive	66 ina	ctive	10 inactive	inactive
Receiver26	262	1	0 inac	tive	66 ina	ctive	10 inactive	inactive
Receiver26	263	1	0 inac	tive	66 ina	ctive	10 inactive	inactive
Receiver26	264	1	0 inac	tive	66 ina	ctive	10 inactive	inactive
Receiver26	265	1	0 inac	tive	66 ina	ctive	10 inactive	inactive
Receiver26	266	1	0 inac	tive	66 ina	ctive	10 inactive	inactive
Receiver26	267	1	0 inac	tive	66 ina	ctive	10 inactive	inactive
Receiver26	268	5	0 inac		66 ina		10 inactive	inactive
Receiver26	269	5	0 inac	tive	66 ina		10 inactive	inactive
Receiver27	270	5	0 inac		66 ina		10 inactive	inactive
Receiver27	271	5	0 inac		66 ina		10 inactive	inactive
Receiver27	272	4	0 inac		66 ina		10 inactive	inactive
Receiver27	273	4	0 inac		66 ina		10 inactive	inactive
Receiver27	274	6	0 inac		66 ina		10 inactive	inactive
Receiver27	275	4	0 inac		66 ina		10 inactive	inactive
Receiver27	276	5	0 inac		66 ina		10 inactive	inactive
Receiver27	270	6	0 inac		66 ina		10 inactive	inactive
Receiver27	278 279	5 4	0 inac		66 ina		10 inactive	inactive
Receiver27			0 inac		66 ina		10 inactive	inactive
Receiver28	280	3	0 inac		66 ina		10 inactive	inactive
Receiver28	281	6	0 inac		66 ina		10 inactive	inactive
Receiver28	282	6	0 inac	uve	66 ina	cuve	10 inactive	inactive

Receiver23	236	1	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver23	237	1	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver23	238	1	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver23	239	1	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver24	240	1	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver24	241	1	0 ina	ctive	66 ina	ctive	10 inactive	inactive
Receiver24	242	1	0 ina		66 ina		10 inactive	inactive
Receiver24	243	1	0 ina		66 ina		10 inactive	inactive
Receiver24	244	1	0 ina		66 ina		10 inactive	inactive
Receiver24	245	1	0 ina		66 ina		10 inactive	inactive
Receiver24	246	1	0 ina		66 ina		10 inactive	inactive
Receiver24	247	1	0 ina		66 ina		10 inactive	inactive
Receiver24	248	1	0 ina 0 ina		66 ina		10 inactive	inactive
Receiver24	248 249	1	0 ina 0 ina		66 ina			
							10 inactive	inactive
Receiver25	250	1	0	63.1	66	63.1	10	63.1
Receiver25	251	1	0	72.3	66	72.3	10 Snd Lvl	72.3
Receiver25	252	1	0	69.7	66	69.7	10 Snd Lvl	69.7
Receiver25	253	1	0	59.9	66	59.9	10	59.9
Receiver25	254	1	0	54.2	66	54.2	10	54.2
Receiver25	255	1	0	54.1	66	54.1	10	54.1
Receiver25	256	1	0	55.9	66	55.9	10	55.9
Receiver25	257	1	0	56.8	66	56.8	10	56.8
Receiver25	258	1	0	58	66	58	10	58
Receiver25	259	1	0	63.4	66	63.4	10	63.4
Receiver26	260	1	0	59.3	66	59.3	10	59.3
Receiver26	261	1	0	59.8	66	59.8	10	59.8
Receiver26	262	1	0	59.1	66	59.1	10	59.1
Receiver26	263	1	0	72	66	72	10 Snd Lvl	72
Receiver26	264	1	0	72.5	66	72.5	10 Snd Lvl	72.5
Receiver26	265	1	0	73.8	66	73.8	10 Snd Lvl	73.8
Receiver26	266	1	0	63.7	66	63.7	10	63.7
Receiver26	267	1	0	60.1	66	60.1	10	60.1
Receiver26	268	5	0	72.6	66	72.6	10 Snd Lvl	72.6
Receiver26	269	5	0	63.9	66	63.9	10	63.9
Receiver27	270	5	0	57.8	66	57.8	10	57.8
Receiver27	271	5	0	55.7	66	55.7	10	55.7
Receiver27	272	4	0	53.3	66	53.3	10	53.3
Receiver27	272	4	0	51.8	66	51.8	10	51.8
Receiver27	274	6	0	50.6	66	50.6	10	50.6
Receiver27	275	4	0	52.1	66	52.1	10	52.1
	275		0		66		10	
Receiver27		5 6	0	51.1 50.1		51.1 50.1	10	51.1 50.1
Receiver27	277 272			50.1	66 66	50.1		50.1
Receiver27	278	5	0	50.3	66 66	50.3	10	50.3
Receiver27	279	4	0	50.8	66	50.8	10	50.8
Receiver28	280	3	0	51	66	51	10	51
Receiver28	281	6	0	52.3	66	52.3	10	52.3
Receiver28	282	6	0	53.5	66	53.5	10	53.5

Receiver28	283	4	0	55.7	66	55.7	10	55.7
Receiver28	284	4	0	57	66	57	10	57
Receiver28	285	1	0	53.9	66	53.9	10	53.9
Receiver28	286	4	0	56	66	56	10	56
Receiver28	287	5	0	58.4	66	58.4	10	58.4
Receiver28	288	2	0	64.3	66	64.3	10	64.3
Receiver28	289	4	0	72	66	72	10 Snd Lvl	72
Receiver29	290	1	0	67.1	66	67.1	10 Snd Lvl	67.1
Receiver29	291	1	0	74.2	66	74.2	10 Snd Lvl	74.2
Receiver29	292	1	0	71.7	66	71.7	10 Snd Lvl	71.7
Receiver29	293	1	0	71.2	66	71.2	10 Snd Lvl	71.2
Receiver29	294	1	0	68.7	66	68.7	10 Snd Lvl	68.7
Receiver29	295	1	0	70.6	66	70.6	10 Snd Lvl	70.6
Receiver29	296	1	0	66.5	66	66.5	10 Snd Lvl	66.5
Receiver29	297	1	0	70.2	66	70.2	10 Snd Lvl	70.2
Receiver29	298	1	0	67.9	66	67.9	10 Snd Lvl	67.9